

CBW

Coach and Bus Week

The PSV industry's news weekly Issue 291 16 October 1997

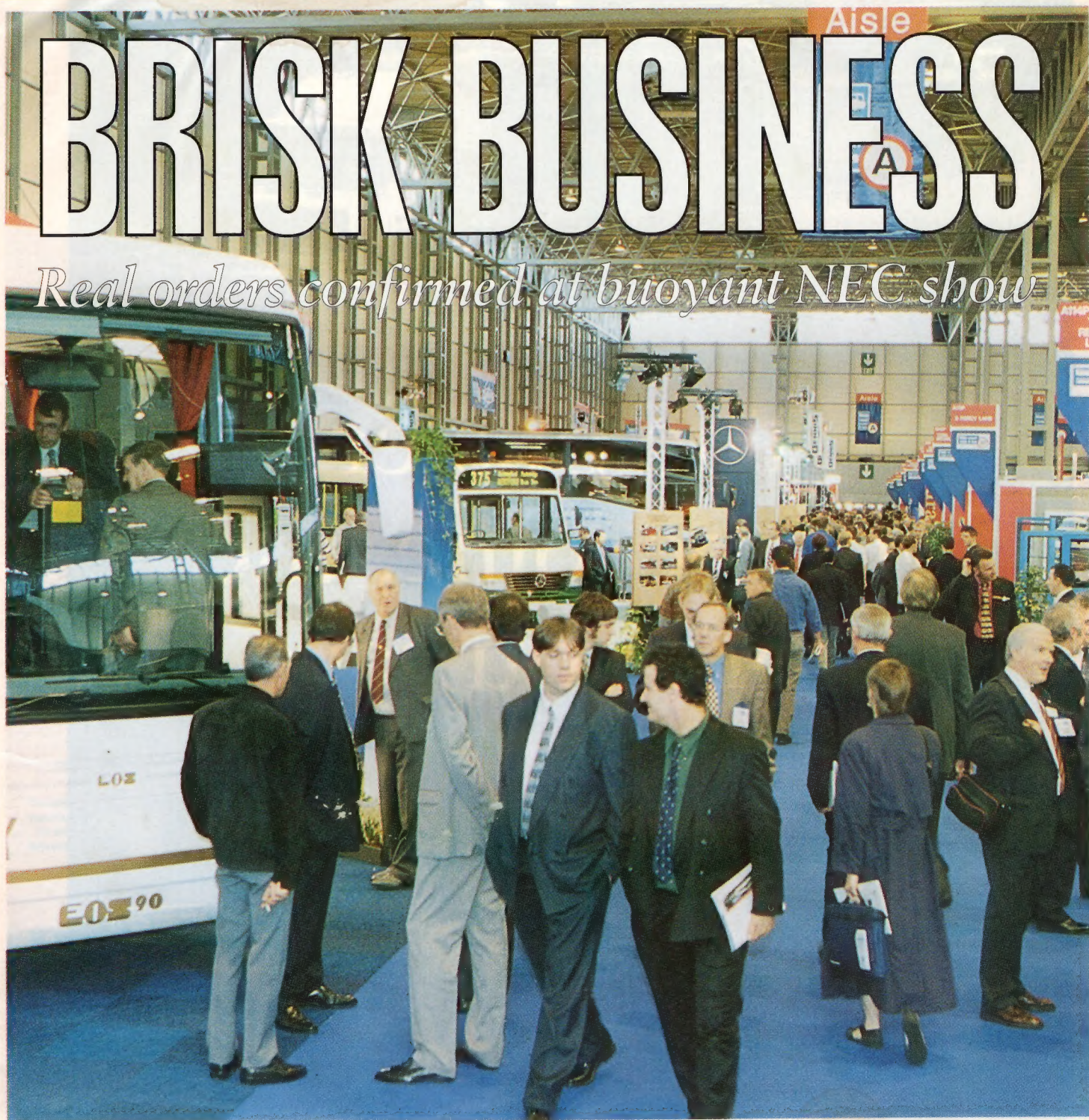
PRESIDENT POINTS WAY

Lowfloor decker
a star of show



BRISK BUSINESS

Real orders confirmed at buoyant NEC show



ALSO IN THIS ISSUE: All the PSV and Show News 4-23 ■ Tour News 25 & 26 ■ Legal News 29 & 31 ■ Marksman 32
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Communications, Wentworth House, Wentworth Street,
Peterborough PE1 1DS
Tel 01733 467000 Fax 01733 467154

Editor

Mike Morgan 01733 467139

News editor

Mark Williams 01733 467140

e-mail: MarkW@automotive.emap.co.uk

Production editor

Frank Forster 01733 467142

Tourism editor

William Golden 01733 467141

Northern news editor

Andrew Jarosz 0113 2566505

Designer

Tina Golden 01733 467143

Group sales manager

Tony West 01733 467151

Senior sales executive

Neil Mason 01733 467147

Sales executives

Leanne Dow 01733 467148

Anthony Orfeo 01733 467149

Classified telesales executives

John Shier 01733 467144

Natalie Coe 01733 467146

PA to publishing director

Lisa Wilson 01733 467157

Group production manager

Nicky Curd 01733 467121

Production assistants

Debi McGowan 01733 467123 Suzanne Porter 01733 467124

Publishing director

Mark Barton 01733 467136

Managing director

Ian Griffin 01733 467007

Subscriptions 0181 956 3140, fax 0181 956 3023

Emap Readerlink, Audit House, 260 Field End Road, Ruislip,

Middlesex HA4 9LT or Jazz Walshe on 01733 467048

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EDITORIAL

A show of strength

MOIR LOCKHEAD embraced the buoyant mood at last week's Coach & Bus 97 show when he said: "Everybody should be here." Not only was this shop window for the PSV world a true barometer of the health of the industry but it was a clear and unequivocal statement of its ability to respond to the needs of the market.



While the trade show is not a suitable venue for the general public to come and gaze at the hardware on display, it is certainly the perfect place to dispel any misconceptions among local and national politicians.

Nobody could have left NEC Hall 5 last week without taking away a strong conviction that this industry is able and willing to respond to the challenges ahead.

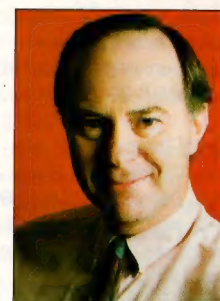
Yet the changes across all sectors over the past two years are nothing short of remarkable. As the Travel West Midlands order, among others, teaches us, lowfloor accessible buses are now the norm; what had previously been minority attempts to introduce passenger-friendly interior designs, is now close to becoming the norm; Optare's penchant for exterior design is no longer the exception.

Any fears that choice of coach body and chassis will become restricted are without foundation. The selection on offer has not only widened, but the quality on offer in all sizes of coach is now among the best.

However, the most rewarding aspect of the whole show is the ability of operators to place real orders. We're not simply talking about the staged hand-overs, but the number of genuine occasions when cheque books opened and operators signed on the dotted line.

Without this endorsement of all the good work on behalf of chassis and body manufacturers, the show would have a hollow meaning and the message to the outside world would be misleading. Instead the industry can take heart - but without risking any pause which would allow complacency to creep in.

Given any sort of historical perspective, most trade shows are a catalogue of success and failure in equal measure. We can all remember high-profile launches that became commercial disasters. However, the legacy of the 1997 show is the universal willingness to focus on meeting customer needs.



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events

10-22 October: SmartCity '97, smartcard technology, five venues throughout UK. Tickets £75. Contact Holly Jones, tel 01763 249933
16-18 October: Mitcar, Paris. Details 00 33 141 299727

17-22 October: Coach and Bus '97, Hallen, Kortrijk, Belgium. Details 00 32 51 226060, fax /9273

27-30 October: Bus Business, Verona, Italy. Contact CIEMME, on fax 00 39 464 551 938

28 October: Omnibus Society meeting - Ensign Bus and London Pride by Peter Newman. London Transport HQ, 55 Broadway, London SW1, 1845 hrs. Details from Barry Le Jeune on 0171 918 3295

29 October: London's Transport Future, Chartered Institute of Transport Conference at The TowerThistle Hotel, London E1. Speakers include Glenda Jackson and Steven Norris. Details on 0171 233 7600, fax 0171 233 7611

5-6 November: British National Congress of World Road Association (PIARC), Transportation Beyond The Millennium, Searching for the real economic and environmental solutions. Manchester Conference Centre, UMIST, Sackville Street, Manchester M60 1QD. Details on 0171 921 4323, 0171 921 2214

10-11 November: UITP conference - Safe Public Transport, Safe Cities - plus security exhibition. Maritim proArte Hotel, Berlin. Details on +49 30 20 335, fax +49 30 20 334 209

12-15 November: Community Transport 97, Norbreck Castle Hotel Blackpool. Details on 0161 366 6685 or 0161 351 1475. E-mail: cta.man@dial.pipex.com, http://dspace.dial.pipex.com/town/terrace/pi21/index.htm

21 November: National Planning Aid Conference, Gateshead Civic Centre. Details on 0191 222 7812

23 January 1998: CBW's Coach Industry Awards, Metropole Hotel, NEC. Full details in a future issue of this magazine.

A total of 515 vehicles includes 25 Jonckheere artic coaches, Artics complete huge

By Mark Williams

STAGECOACH has ordered 25 Jonckheere articulated coaches plus Mercedes-Benz 0814D midibuses to complete its 515-vehicle order.

The Jonckheeres represent a swing from its articulated coach use, previously dominated by Plaxton, and continuation of its policy to increase attention on high-capacity inter-urban services.

Volvo's name, however, remains firmly in the frame: all 25 coaches are based on B10M, while Volvo also gets an order for 100 Olympians, with Alexander RL bodywork. Dennis' Dart SLF is still a favourite, 100 having been ordered with Alexander

ALX200 bodies, and 100 of Dennis' Trident SLF (see page 21) are being built for Stagecoach with ALX400 bodies.

"We remain convinced that the introduction of new vehicles generates a significant cost advantage," said Stagecoach chairman Brian Souter. "For the first time, we will have a standardised, full range of low-entry buses."

Mr Souter praised MAN for its approach to sell single-deck chassis, this year netting an order for 150 18.220LEs with ALX300 bodywork: "MAN has recognised Stagecoach's position as a major global transport operator with a visionary long-term supply agreement that encompasses all ownership

costs, including warranties, spare parts prices and product support," he said.

When the order is delivered, Stagecoach's UK fleet average age drops to seven years against an industry average of ten.

■ STAGECOACH'S decision to make a five-year commitment to MAN was made within three months.

MAN's Richard Noy nonetheless said the order for 150 MAN chassis was hard-won and involved substantial commitment from MAN.

"It is much easier for a British supplier to make a long-term arrangement with a British operator, since the price of product and operating conditions are more

closely linked," said Mr Noy.

"We have currency fluctuations and other things to take into account, so to have struck a five-year agreement gives me particular pleasure. What we have done is to lock together four elements; product, after-sales service, parts availability and parts pricing.

"Having sold all of these chassis, we quite clearly want Stagecoach to buy their parts from us. But I must emphasise to other operators that we can produce any type of agreement with sales.

"We want operators to have no 'ifs and buts', and that means structuring a sale to suit."

First of the MAN chassis will be at Alexanders by June.

DSA may expand same-day service for theory test entrants

THE Driving Standards Agency says it may expand the same-day service for theory test candidates to more than the current 22 test centres.

"If there is high demand for the scheme, DSA will consider extending it to other test centres," said a spokesman. "The fee will be £25, rather than the usual £15, to

recover the higher costs of providing the extra staff and equipment needed for marking at individual test centres."

The DSA confirmed that only car and motorcycle candidates will be made to wait 10 days before taking another practical driving test. PCV and HGV drivers will wait just three days.

Epsom contracts

IN CBW dated 9 October, we inadvertently suggested that London United had reassigned contracts to Epsom Coaches due to driver shortages. This was incorrect, and the story should have referred to London General, as quotes from its md suggested. We apologise unreservedly for this error, and for any confusion it may have caused to all three companies to which the story refers.

Orders flood in at Coach & Bus '97

PLAXTON was besieged with buyers at Coach & Bus 97, taking orders for 83 vehicles in the three days, spanning

27 operators.

Among coaches bought are the first B7R Prima, going to James Bevan of Gloucestershire, 17 Volvo B10M-

based Excaliburs and Premiers for Go-Ahead Group, and 10 Premiere 350s on

B10M for Bus Eireann.

Logans of County Antrim has ordered four Premiers on B10M and three Cheetah midicoaches - based on Mercedes-Benz Vario. Elcocks is taking two further Cheetahs, and Berkeley of Paulton has bought the show example. In all, 11 Cheetahs were sold.

The show Excalibur on Javelin GX is going to Tudor of Stamford, and a B10M-based Excalibur to O'Donnell's of Letterkenny, Co Donegal. National Holidays has opted for three Premiere 350s on B10M, while InterUrbans on the same chassis are being bought by Maynes - which is having two - and a single coach for Meredith of Lydgate, near Malpas.

Bus orders included 16 Beaver 2s for Mainline.



Plaxton: didn't have long to wait for buyers on opening day of the show

0814D Mercedes midibuses, and 100 Trident SLFs

Stagecoach bus order



Richard Noy, bus manager of MAN; Brian Juffs, Stagecoach group technical engineer; Boud Heilijgers, senior vice president of MAN; Stagecoach's exec director Barry Hinkley; and Dr Jurgen Knorpp, md of MAN UK, strike the deal

INSIDE TRANSIT THIS WEEK

NEWS

Stagecoach is looking to raise money in the City. Could this mean major acquisition is on the cards or is it merely routing money management? Healthy growth in passenger loadings has caused Great Western Trains to sign a decreased subsidy and new trains franchise deal with OPRAF to cope with rapidly increasing demand. Lowfloor buses at Coach and Bus 97 showed that the industry is on target to meet regulations for more accessible buses due to come in force around the turn of the century. Stagecoach surprised many by signing a 'visionary' contract for the supply of new buses with German manufacturer MAN.

The Rail Regulator has outlined his plans for the phased introduction of more competition between train operating companies in 'The New Railway.' Virgin Rail is talking of a revenue sharing deal with Railtrack if it gets 140 mph track speeds when it introduces its £500 million fleet of state-of-the-art tilting trains.

A train company has changed its name to Silverlink. Find out which one. Henlys is moving the emphasis from dealing in cars to building bus and coach bodies. Plaxtons is the major influence on its profits. We have full details.

WHO SAYS?

Thameslink Rail is one of the train operating companies pressure group 'Save Our Railways' says is least likely to succeed and most likely to fail. Managing director Euan Cameron has other ideas. We have spoken to him and he says his company is already going places.

PLUS

Stock market news, tender results and all the latest job and tender classified ads

Shamrock to sue the 'Magnificent Seven'

SOUTH Wales operator Shamrock Coaches is to start civil proceedings to recover £36,000 from the 'Magnificent Seven.'

The seven drivers pleaded guilty to charges of theft, having kept fares in duplicate ticket machines (CBW, 9 October). But when they claimed they had been owed wages, they were sentenced to just 120 community service. One was given a year's probation.

A Shamrock spokesman said the sentences were 'ridiculous.' He said that he could not get any explanation for why the case was moved to Cardiff for sentencing, with a new judge, after the original judge had already suggested the men

could expect a custodial sentence.

The firm vehemently denied underpaying the defendants, and denies the allegation made in court that wage records which were available had been destroyed by Shamrock. He said wage records showed the men earned £232 for working a 48-hour week on evening shifts and £192 on days.

He maintained that the firm had only deducted the normal tax and national insurance contributions from their wages and he estimated that they took home on average more than £150 for working days. Anyone who picked up £33 take home pay had only worked for one day, said Mr Owen.

Calling for the Crown Prosecution Service to appeal against the sentences, Mr Owen said that it had been a travesty of justice. He had been flabbergasted by the mitigation.

Criticising the way the CPS had conducted the case, Mr Owen said that Shamrock had provided contracts of employment, wage slips for the past year and computer records showing the times the seven men had worked but the prosecution had not called him to the witness stand to produce these records. They had just sat there after the men had pleaded guilty. It is understood that the case will be reviewed by the CPS following a letter of protest from Alison Jones.

Cowie becomes Arriva and orders £10m plus

ARRIVA is the new title for Cowie with the group's four divisions renamed: Passenger Services; Automotive Solutions; Motor Retailing; and Bus and Coach. A high-quality brand and corporate livery are promised for the bus operations. Meanwhile, Arriva has ordered 50 Alexander ALX400 lowfloor double-decks in a mixed batch of £10 million-worth of buses... a small fraction of the group's order for 1998/99.

Cowie is getting an as yet unspecified number of ALX300, ALX200 and ALX100 buses. The ALX400s will be on DAF's DB250LF, the ALX300s on SB220LF, the ALX200s on Dennis Dart

SLF, and the ALX100s, on Mercedes-Benz Vario chassis-cowls.

Most of the deckers are likely to be going into London. Final numbers for the other models in the first batch have not been set. "The ALX400 derives from Alexander's ALX500 series... leading the way in providing sophisticated lowfloor double-decks in export markets," said Bob McLeod, md of Hughes DAF.

"Together, we have now worked with Alexander to advance the concept of rigorous, lowfloor deckers for the UK which can give access to all, safety, and comfort. The ALX400 will do just that, giving us a 2.55-metre body width."



ALX 400 is based on export ALX500

in brief

■ **WALTER ALEXANDER** says the fire which destroyed a storage area in its Falkirk factory has not caused any hiccups in production. The blaze destroyed a number of components but did not affect the production line, said a spokesman. Replacement parts - seats, glass and other materials - have been sourced, and the Fire Service is still investigating the cause of the fire.

■ **STAFFORDSHIRE** component supplier Direct Parts has been made sole supplier for two German engineering companies. Alfred Heyd, based near Stuttgart, and Commercial Hydraulics, an American company with an East German manufacturing plant, has picked Direct Parts to supply track rod ends, draglinks, joints and other components, and pumps and fan motors from Commercial Hydraulics.

■ **STAGECOACH** and First-Bus have been accused of 'creaming off' passengers on ScotRail's Ayr and Cumbernauld to Glasgow corridors, causing a third of commuters to desert the rail service. Strathclyde PTE subsidises the rail service, and says bus times using the M77 are now shorter than rail, and fares half the price.

■ **MERCEDES-Benz** 0405N users who want air conditioning can have it added economically and quickly by MAC-Hispacold, which has designed it into the existing air ducting for convenient retro-fit. The system combines heating and ventilation, automatically controlled with a single dial.

■ **ASCOM Monetel** of France has won the contract to supply the entire city of Montpellier with contactless, magnetic ticketing. The new system will include bus positioning and intermodality with tram and bus operations.

German 'invasion' a factor in shifting buying patterns

Coaches down, buses up, market changing

By Mark Williams

WITH MAN, Mercedes-Benz and Neoplan entering the fray for big-bus sales, and the extra coach choice announced at Coach and Bus 97, 1998 could change the UK sales picture beyond recognition.

Mercedes-Benz, for exam-

ple, has already sold 100 0405Ns to TWM, MAN 150 chassis to Stagecoach, and almost certainly at the expense of other manufacturers. Market share will shift, but the good news is that the bus market seems destined to grow further.

In the final analysis, coach sales in 1997 will be down

by more than 14% on 1996, significant further deliveries before December being unlikely. On the other hand, the bus market based on the first nine months' sales is up by more than 14%, with deliveries before Christmas yet to show.

Predictions for the coach market next year vary but, despite a general consensus that continued hard-sell of late secondhand stock will reduce the potential, operators have had an above-average trading year.

Sales of British-built vehicles may still, however, be at the mercy of the strong

pound, which could favour imports.

In coach sales, Volvo has lost almost 6% of a reduced market, and Scania less than a single percentage point. The other main marques have gained ground, Dennis getting around 3% more of the market with its Javelin.

Volvo can be far from gloomy about its bus sales, however, gaining around 7% share, at the expense of virtually every other manufacturer but Dennis. But watch this space; low-volume entrants into the marketplace will see the picture change in 1998.

Coach and Bus Registrations

	September		Year to Date			
	1997	1996	1997	% 1996	1996	%
Volvo	98	115	1282	43.2	1210	42.0
Dennis	137	132	994	33.5	879	30.5
Scania	19	17	178	6.0	248	8.6
Optare	31	17	172	5.8	185	6.4
DAF Bus	6	13	108	3.6	126	4.4
Iveco Bus	2	2	28	0.9	22	0.8
Bova	0	1	44	1.5	40	1.4
Others	6	12	160	5.4	172	6.0
Totals	299	308	2966	100.0	2882	100.0

Coach

Volvo	33	19	460	46.7	609	52.9
Dennis	14	16	175	17.7	171	14.9
Scania	6	2	82	8.3	111	9.6
Iveco Bus	2	2	28	2.8	22	1.9
DAF Bus	1	3	81	8.2	85	7.4
Bova	0	1	44	4.5	40	3.5
Others	3	2	116	11.8	113	9.8
Totals	59	45	986	100.0	1151	100.0

Bus

Volvo	65	96	822	41.5	601	34.7
Dennis	123	116	819	41.4	708	40.9
Scania	13	15	96	4.8	137	7.9
Optare	31	17	172	8.7	185	10.7
DAF Bus	5	10	27	1.4	41	2.4
Others	3	9	44	2.2	59	3.4
Totals	240	263	1980	100.0	1731	100.0

The above table details all vehicles on designated PSV underframes registered last month in Great Britain, Northern Ireland, the Isle of Man and Channel Islands. Source: SMMT



MAN now has presence in the UK bus market

New products and orders a plenty for Scania

SCANIA'S Coach & Bus 97 was a story of plenty of new products and plenty of orders for them.

In all, the Worktop dealer took orders for 35 vehicles, including 25 for Bus Eireann's express operation, four for Lucketts (see page 11) and five for Applebys.

The Bus Eireann vehicles are L94IB Centurys, 10 of which are 49 seaters with toilet, and the remaining 15 53 seaters. Deliveries are starting early in the new year.

Applebys of Lincolnshire ordered three K113TRB tri-axes with Century bodywork, and two K124IBs with Century bodywork.

They will be used on the company's extensive tour, private hire and excursion work.

Two of Lucketts' vehicles will be the first KL124IBs to be delivered in the UK, the others two L941IBs with Inter-Century bodywork.

"The fantastic news is that we had no fewer than 438 positive leads for

new vehicles at the show," said Ian Hall, sales manager for Scania Bus and Coach. "It really was an absolutely superb show."

The remaining vehicle is a new L941IB with InterCentury bodywork for Halesowen operator Ludlows, which also bought a second-hand Irizar at the show.

■ *The Scania in España livery competition was won by Maynes of Buckie, and the prize draw by Reg's Coaches.*



The Business... as usual.

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Another superior vehicle, from Optare, as usual.



OPTIMUM, THAT'S OPTARE

Don takes a brake

FRICION material specialist Don is to take its brake-training experience directly to coach and bus fleets with the introduction of specifically-tailored on-site courses.

Marketing manager, Alistair Hill, said: "Over the past few years we have taken various approaches to brake training ranging from regionally-based programmes, one-stop conferences like 'Braking Into The 21st Century' at Telford and a limited number of courses at operators' premises.

"It is the third area where I see the greatest benefits for fleets."

Typical topics may include: disc braking developments and implications, the best asbestos-free materials, preparing for the Ministry test, compatibility and practical problem solving, preventing brake noise, reducing performance variations and counteracting high disc/drum/pad wear.

KPMG wins the Russian vote

A MAJOR PROJECT to help develop the Russian bus manufacturing industry on behalf of the Russian Ministry of Transport has been won by KPMG's Birmingham-based Global Automotive Practice.

The work is part of the World Bank sponsored Urban Bus Project, which aims to deliver an effective, efficient and affordable public bus transport system in cities across Russia.

KPMG is helping to locate potential investors, suppliers of bus designs and technology, and manufacturers of major components and sub-assemblies.

The market is huge according to KPMG's Simon Quarrell. "120,000 buses need replacing and that is a market worth £6 billion. This year alone there is demand for 18,500 mid-to-large sized buses, 4,000 articulated buses and 22,000 minibuses.

● Contact Mr Quarrell on 0121 232 3000 or 0467 464831



Spanish example: the Noge will be officially launched in November when right-hand-drive vehicles will be seen

Order on first day of Coach & Bus 97 when...

Best Way 'smitten' by Noge

By Mark Williams

THE first Noge coach to reach Britain attracted an order on the first day of the show - despite the show example being a Spanish left-hand-drive vehicle. The coach - to be imported on MAN chassis by Alf Moseley Continental - will be officially launched in right-hand-drive form in late November, when examples will be seen.

But the borrowed Noge Catalan on the MAN stand was just the thing for Best Way Travel, of Cleveland.

The operator was smitten by the heavily-styled vehicle straight away, said AMC md designate Vernon Edwards: "Best Way is taking a 3.5-metre example, though a

range of three Catalan vehicles will be available next year."

AMC has placed a preliminary order for around 50 MAN coach chassis as

part of its status as a new, official MAN coach agent. The 13.220 chassis will get a 3.4-metre body, the 18.310 will get the 3.5, and the tri-axle 24.400 will be a 3.7. "These coaches will have a lot of standard features regarded as extras by many coachbuilders," said Mr Edwards.

He said AMC's Marcopolo range had been in great demand, with eight firm inquiries to buy, and an order from Wilkins of Cymmer, South Wales, which is having a Dennis Javelin 245 with 53 seats.



Alf Moseley (left) signs up as agent for MAN

TWM opens new Internet info site

TRAVEL WEST MIDLANDS launched a new site on the Internet last Thursday, offering public transport users general information about fares, initiatives and products, as well as enabling users to access timetables at home or in the office.

The launch is the first phase of a much-expanded facility that will come on stream during the next two months, when a 'Journey Planner' facility will encourage users to plan their route in advance of their journey, and also offer access to the National Express and

Railtrack sites through a hyperlink.

Current information on offer comprises a news site, timetables, information on travel cards and special offers, details of company travel plans and on student cards together with more general information on private hire, lost property etc. A separate section is available for comments, and visual information is also transmitted.

TWM is working in partnership with Pindar, the print and electronic media company, to develop the Internet site, which will be gradually expanded

and constantly updated, to provide a valuable new source of transport information.

TWM chief executive David Leeder said the Internet was rapidly becoming a popular source of information for all age groups. "Getting information to passengers is one of our priorities and, by using the Internet, passengers can check what travelcards we offer, what time the bus runs, and then print off the appropriate timetables."

● TWM's Internet address is <http://www.travelwm.co.uk>

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Strong Alizee line-up joined by triaxle EOS

Two new Van Hools for UK at the show

By Mark Barton

VAN HOOL used Coach and Bus 97 to show off no fewer than two new coaches for the UK. And there are customers for both.

Although the Astrobel in the colours of high-profile truck operator Eddie Stobart deflected some of the interest in the mainstream line-up, Van Hool's stand was liberally sprinkled with new - shape Alizees for British customers.

Cyril Kenzie bought one on Volvo B10M for his Shepreth, Cambridgeshire operation (CBW, 9 October). Fittingly, in Van Hool's 50th anniversary year, it was

the 50th Alizee bought by Kenzies. It was also 50 years ago that Cyril Kenzie bought his first coach. Specification on the new vehicle includes 48 seats, air conditioning and removable centre washroom.

Supplied through Moseley PCV were two new-style Alizees for Whitelaw Coaches of Scotland. The show vehicle in Whitelaw's colours is fitted with an off-side centre washroom and 48 Royal Comfort seats.

Next to it on the Moseley section of Van Hool's stand was a 48-seat new Alizee for Tellings Golden Miller fitted with rear washroom and servery. All in all, Van Hool

is expecting to sell 100 coaches through its three UK dealers over the coming year. Also debuting on the Van Hool stand was the EOS 230 - the three-axle version of the 200 already known and operating in this country.

Fully integral, it is available with either DAF or MAN engine. The striking example at the show was one of two for Hallmark Cars and is fitted with 28 recliners all facing a table. There's a full kitchen at the rear and individual eight-channel headphones plus video monitors.

Hauling it all around on corporate work is a monster



Kenzies among liberal sprinkling of new Alizees

400 bhp MAN D2866 engine. Hallmark is one of the biggest EOS customers in the UK.

Next to the new 230 at the show was one of six EOS 90s for the Luton-based company. Hallmark

now runs a total of 14 EOS - 12 90s and 2 230s. Oh, and by the way, if you're wondering about that Eddie Stobart Astrobel, don't - it's for inter-company work and carrying around members of his 22,000-strong fan club.



Leicester Carriage-bodied Isuzu - cost £60,000

Isuzu enters European PSV fray

LEICESTER Carriage Builders' all-new Isuzu-based minicoach marks the entry of the world's biggest truck manufacturer into the European PSV market.

The £60,000 Marlin 25 seater is built on Isuzu's 6.2-tonne NPR chassis assembled in Leyland. It comes with a two-year unlimited parts and labour warranty.

Built from aluminium and GRP, the bodywork should be very robust, and the chassis' long pedigree on American roads will under-

pin sales, says Leicester Carriage Builders' general manager Tony Bull.

"The vehicle came about because, very simply, we liked the front end of the Isuzu chassis," said Mr Bull. "So we asked Isuzu, for whom we are an agent, if we could come up with a body to fit it."

After three months design and six months on the factory floor, the Marlin was the result. The vehicle on display at Coach & Bus '97 was a production prototype

with 23 seats and courier, but there will be a 7.5-tonne coach in 1998 carrying 33 seats.

The Marlin features a large boot, and will come with other options including air-con by Webasto and a retarder made by CLAM.

Production is expected to be between 10 and 15 vehicles in the next 12 months. Its first order for the Marlin... a vehicle for Coventry City Football Club, already in build at the Co-op-owned company.

Lucketts and Bus Eireann help to make Scania's day

BY day two of the show, Scania had picked up orders for 29 vehicles, including two for its all-new K124 chassis from Lucketts. Included in the total are 25 air-conditioned Centurys for Bus Eireann, destined for the company's extensive express work. All will have Scania's new L94IB chassis with ZF automatic gearbox, destination blind and other extras specified by the Dublin-based operator.

Lucketts' order, made at

the show, is for two Inter-Centurys and two Centurys with K124 chassis. This offers a new engine and self-levelling suspension, among other refinements. "Scania is well-liked by our fitters and by our customers."

"Now that they've got used to it, the Comfort Shift gearbox is liked by our drivers," said chairman David Lucketts. Joint md of the company, Ian Lucketts, said the gearbox had given no problems.



Shake on it: Lucketts' chairman David Lucketts and Scania Bus and Coach md Don MacKintosh seal the deal, flanked by Irizar marketing director Jose Aizpuru, Lucketts' joint md Ian Lucketts, Scania sales manager Ian Hall and joint md Steve Lucketts

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Confirmation at the show

TWM: orders for over 200 lowfloors

By Mark Williams

NATIONAL Express Group subsidiary Travel West Midlands confirmed orders for more than 200 lowfloor easy access vehicles at Coach and Bus 97. All buses ordered will have space for wheelchairs, shopping and buggies and will cover the whole spectrum from minibuses to double deckers.

As already announced, TWM is expecting 100 Mercedes Benz 0405N single deckers (*Show Daily*, 9 October), which are 12-metre integral buses built in Mannheim, but fitted out in the UK by UVG of Portsmouth. They will replace double deckers on full-size bus routes with a promise that service fre-

quencies may also be enhanced. The first Mercedes vehicles will be used to upgrade routes that will feed into the Midland Metro from Autumn, next year.

TWM's first lowfloor double decker was officially handed over by Hughes DAF and is the new Optare Spectra - the UK's first lowfloor double decker.

One of a pair of buses purchased by TWM, the first will be based at Birmingham Central garage, and will be operating on selected Birmingham routes to test passenger responses. The second will soon be delivered to Travel Dundee, which joined TWM at the beginning of this year, and will be the first lowfloor



Ton up: one of a 100 Mercedes 0405N lowfloors ordered by Nat Ex's TWM subsidiary

decker in service in Scotland. The new Spectra is a 10.7 metre long 79 seater built on the DAF DB250 LF chassis. This uses the drivetrain of the existing DB250 with the 8.65-litre DAF RS200 engine, driving through a Voith fully-automatic gearbox.

The lowfloor, at 320mm, brings the overall height of the new Spectra down to 4.17 metres, meaning the vehicle is suitable for operators who normally specify low-height double deckers.

TWM's midibus contingent will be enlarged by the delivery of 70 Wrights bodied Volvo B6BLE single

deckers, many of which have been in service in the Walsall, Wolverhampton and West Bromwich area for up to a year.

To complete the 200-vehicle order, 30 of the new Optare Solo small buses have been purchased and these will replace existing minibuses in the Black Country operating area.

TWM has already stated it will only purchase lowfloor vehicles, to make a positive contribution to the upgrading of public services. By the end of next year well over 350 lowfloor buses will be in service, and further invest-

ment will be made in 1998 to build on the success of the four major types.

David Leeder, chief executive of TWM, said the announcement of real orders showed the National Express group's continuing commitment to investing in better public transport.

"The easy-access facility which allows passengers to wheel on pushchairs, wheelchairs and shopping trolleys has already proved popular with passengers in the West Midlands, so much so, that passenger numbers are now rising for the first time in years."

Neoplan UK weighs in with quality and value

NEOPLAN UK, the new trading name for SJ Carlton, sole importer of the Neoplan range of coaches and buses, is extending the choice of lowfloor buses with the heavy-duty N4015 12 metre for less than £100,000.

The N4015 is a body-

on-chassis design which combines Neoplan build quality with a highly-competitive price ticket as a consequence of the Csepel 844 underframe sourced in Hungary.

The engine is the 8.2-litre C-series Cummins built at Darlington. The

gearbox is the industry standard ZF HP590 automatic with integral retarder and the braking system has ABS.

Although the axle manufacturer, Raba, may not be a familiar name in Britain the Hungarian company and its products

are respected throughout the world.

Managing director, Stuart Johnson, said: "This is not a compromise bus. It is full-width, has 22.5 inch wheels, is full lowfloor without step for 60 per cent of its length and is fully warranted by Neoplan UK." A variety of specs and interior layouts is offered.

The price of the entry-level Neoplan Cityliner integral coach has been shaved down to £189,000 - for a Mercedes-Benz V6 340bhp two axle highliner with 48 seats and rear mounted toilet.

Reducing the engine power has enabled Neoplan to use the new six-speed ZF S6-1600 gearbox rather than the eight-speed

as used in the three-axle coach which continues to be available.

The N116/2 coach is single-glazed as standard and is fitted with Suttrak air-conditioning in a roof-mounted pod which is moved over the front axle. Double glazing is available but seating capacity is then reduced to 46.

Neoplan independent front suspension with lift and lower is retained as part of the integral construction and the N116/2 specification includes: Kiel R80 recliners with lapbelts, fold down arm rests, seat-back nets, head rest covers. Electrical heated/adjustable mirrors, central locking, cruise control, ABS, ASR and alloy wheels are also included.



Yours for £189k: best value luxury coach at show says Neoplan UK md Stuart Johnson

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BUS & COACH DIVISION

IvecoBus sets its sights high

Assault on coaches and minis market

By Mark Williams

A BIGGER SHARE of coach, minicoach and minibus markets during 1998 is IVECOBUS' aim and, at Coach & Bus 97, it showed a new inter-urban coach, its 'replacement' for the Bedford PJK, an exclusive



Maxim built on EuroMidi 80

Mellor minicoach, and an entire range of Daily-based vehicles.

The centrepiece of the stand was undoubtedly the Intalina - a low-height Body from Beulas with a downrated 290bhp EuroRider chassis and eight cubic metres of luggage space. The emphasis, as with all IvecoBus products, is on styling, said Harry Chambers, manager of IvecoBus, and that demanded a coach builder's product.

"We decided that bus builders cannot break away from the traditional bus shape without incurring prohibitive costs," said Mr Chambers. "We decided to talk to Beulas, and the Intalina is the result."

The show example, with 57 seats, is expected to be the benchmark for the marque, springboarding IvecoBus into the sub-3.2-metre business which Mr Chambers reckons forms 30% of coaches sold. The design is expected to further reduce fuel consumption... already one of its bigger sister's primary sales weapons. On a 200,000 miles per year operation, fuel savings for the 350bhp Stergo touring coach can be as much as £10,000, says Mr Chambers, and

over a 15-year life with current fuel taxation policies, that could mean almost the entire cost of two coaches - £296,000 - saved.

The Intalina comes with six-speed ZF gearbox, Telma Focal retarder and ABS as standard. It is expected to contribute to total large-vehicle sales for the Ratby-based AW Group of more than 100 vehicles during 1998.

IvecoBus' replacement Bedford PJK is the stylish EuroMidi 80 Indcar Maxim: "The industry has become obsessed about the 7.5-tonne gross limit," said Mr Chambers. "Some of our competitors believe that they have to cram the maximum number of seats on to a transport chassis, because the vehicle will be permitted in the third lane of motorways."

"In our view, passenger comfort and safety should not take second place to traffic conditions. We believe that, the larger the coach, the higher percentage of its mileage is likely to be spent on motorways. We have, therefore, taken the EuroMidi 80 chassis which is designed for 8.2 tonnes. We are talking about a very substantial chassis."



AW will stock Mellor Opus 25-seat coach - the only bodywork on Iveco 59-12

"The Maxim has 'I want to travel in that' appeal."

The 29-seat coach can be built with entrance behind the front axle, or for airport transfer work, with double doors placed in the centre. It has a 180bhp, 5.9-litre engine, ABS, air suspension on the rear, and a six-speed gearbox.

IvecoBus's attack on the minibus and minicoach market is spearheaded by steel-floored DailyBus and DailyCoach ranges, all fitted with three-point belts to European safety standards. All, from the 35.10 15 seater to the 18-seat 49.10 DailyCoach will be built by IvecoBus, and have dealers which are fully approved. To provide back-up in the 3.5-tonne group, the 51-dealer network will be grown to 70 by the end of 1998.

The big sister of the DailyCoach range is Mellor's Opus, designed with a free hand to give the same, backswept front screen look as the Maxim. This 25-seat vehicle will be the only bodywork available on 59.12 for the next year, and the first 20 will be stock vehicles for the AW Group.

Never mind the outside, feel the width - Waterman

"YOU NEED to get inside to appreciate the difference," advises AVE Berkhof's David Waterman when asked what operators thought about the benefits of the extra five centimetres in the width of the new Berkhof Radial coach body.

Launched at Coach & Bus 97, Radial signals a radical departure for the coach industry.

Taking the opportunity to design in rollover strength and at the same time building to the new dimensions has given the Berkhof body a full seven centimetres extra width on the inside. Five centimetres from the new legal size and two centimetres out of the frame.

First Radial is for The Londoners and is built on Dennis Javelin 245 chassis. It is 3.3 metres high and has 53 seats, costs £133,000 and is representative of the target day-trip mar-

ket for this vehicle. Stock vehicles will be built on the same chassis but Volvo B10M could also be available.

It compares with the normal 2.5-metre wide Axial which has 3.55-metre high bodywork, making it suitable for toilet/TV/video-type operation. A 53-seat Axial on Javelin GX costs £141,000.

Meanwhile, the AVE Berkhof dealership is preparing for a move to larger premises in Basingstoke before the end of this month. The 1.1-acre premises give the company 18,000 sq ft accommodation for workshop and showroom.

It's on a small industrial estate and significantly increases the dealership's storage capacity. When Mr Waterman took over sales at the Q Drive-owned business, sales of new Berkhof coaches were six a year. Now, seven years later, it has sold 91.



New dimension in coach travel: Berkhof Radial is 2.55 metres wide

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Plaxton wants to hear operators' opinions

President takes buses into the next century...

By Mike Morgan

"WHAT'S underneath it?" That was the burning question on the Plaxton stand as visitors to Coach & Bus 97 tried to fathom the mechanics of the red lowfloor double decker from sister company, Northern Counties. It is the first 2.55-metre wide bus in the UK.

A strong candidate for star of the show, the 'President' is based on an as-yet unlaunched Volvo lowfloor chassis. All we know about that is that the vertical Volvo engine is installed in line with the chassis and offset at the rear nearside corner driving down the nearside into a drop-centre rear axle. Front suspension is independent, giving a lowfloor as far as the rear axle where there is one step up to the rear.

What we do know about the finished vehicle, is that it is different. The show vehicle had two doors and a cen-

tral, straight up and down staircase, which helps safety but robs the top floor of two seats. Nonetheless, there is still room for 47 seats upstairs and 23 down.

And it is inside where the President really shows up as different. The use of colour - a sort of watered-down turquoise - and modern laminates moves Plaxton firmly into the bus avant garde. An additional nice touch is that the driver's cab is air conditioned. Most of all the President is very spacious, taking full advantage of the extra 5cm now allowed by legislation. The forward ascending safety staircase leads to a top deck which clearly demonstrates the virtues of the wide body, which can accommodate 900mm double seats yet allow wide gangway.

Although clearly based on a potential replacement for the long-running Olympian, Volvo Bus managing director, Mike Ball was keeping

details close to his chest. "It's a concept vehicle," he said. "We want to see and hear what people have to say."

However, Plaxton sales and marketing director, David Quainton, confirmed that the stylish new 10.5-metre body IS on a working chassis AND it will be on the streets of London in around four weeks for evaluation.

In style the President takes the humble double decker into the next century, making its predecessor, the Northern Counties Palatine, look decidedly dated.



Presidential style: a concept vehicle inside and out

...as Pointer grows to challenge the heavies

WHILE the futuristic President lowfloor decker was stealing the limelight on Plaxton's stand at Coach & Bus '97, firm orders were being written for two other new Plaxton products on the first morning of the show.

By noon on day one, six new Super Pointer Dart service buses and five new Cheetah minicoaches had been snapped up.

Jointly developed by Den-

nis and Plaxton, the Super Pointer Dart (SPD) is being marketed as 'Britain's most cost-effective urban bus.' The 11.3-metre SPD can carry up to 64 passengers - 41 of them seated - and, according to Plaxton's David Quainton, is £10,000 cheaper than a comparable 12-metre lowfloor vehicle. In show spec, that means a price tag of £97,000.

The SPD is some two

tonnes lighter than its full-sized equivalents and Mr Quainton claims fuel economy is up to 30% better than heavyweight types: "With fuel costs rising, Dennis and ourselves decided to maximise the benefits of the Dart chassis and Pointer body. The result of this collaboration is a vehicle which is immensely strong without being unduly heavy, as both companies have worked together to create an integrated structure."

Most of the SPD's seats - 24 - are in the step-free front section, with the remaining 17 being reached by one single shallow step ahead of the rear axle. 19.5-inch wheels minimise wheelarch intrusion, allowing a wide gangway.

Inside, the SPD on display was a revelation. Cove panels incorporate new lighting units from Invertec. This, combined with tasteful use of modern laminates, bright

pink colours and elegantly curved handrails, moves the SPD up into Continental standards of bus interior design. This being Britain, though, the seats are still covered in moquette - albeit a very tasteful one.

The new Cheetah minicoach also marks a quantum leap in design terms for Plaxton. This good-looking new small coach replaces the tiring Beaver and, at £75,000 to a high show spec, should give operators looking for a small vehicle that looks the part a new option. Its flat floor, with no wheelarch intrusion, will also go a long way to answering another of the major criticisms of many small coaches: lack of legroom in the seats over the rear wheels.

"The Cheetah builds on the strengths of the Beaver, which has been one of Britain's most enduring small coach designs," said Rick Betton, the man responsible

for Plaxton's small coach sales. "It offers significant benefits including bigger seats, a flat floor, an improved entrance and - not least - a stylish new look which underlines the fact that it is a true luxury coach."

Unlike the Beaver, the Cheetah will be built at Plaxton's Scarborough plant and is based exclusively on Mercedes' 8.5-metre Vario chassis. A new GRP bonnet helps its good looks and gives easy access to the engine bay. Two side lockers and a rear boot should ensure enough luggage room.

Inside, the Cheetah has full width 900mm seats: operators will have a choice of either 33 or 29 with increased leg room and larger boot.

Production of the Cheetah starts towards the end of this year, with delivery available in time for the 1998 season.



Making a point: 'Britain's most cost-effective urban bus'



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Dennis' lowfloor decker on the drawing board breaks fresh ground as....

Stagecoach orders hundred Tridents

By Mark Williams

ALEXANDER is confirmed as the bodybuilder for no fewer than 100 lowfloor Dennis Trident buses with a 2.55-metre wide body to be built for Stagecoach and due for delivery in 1999.

The vehicles follow London Transport Buses' announcement of basic specification for lowfloor 'deckers', and Stagecoach has worked hand in hand with LTB to set the pattern for the new-generation vehicles.

"We looked closely at the new generation of lowfloor double-deck chassis being developed by a number of manufacturers and felt that the Dennis chassis was the one which best suited our needs," said Barry Hinckley, a director of Stagecoach. The buses will be going to Stagecoach East London, with 66 to be delivered by February 1999.

The London Super Buses will be the first full-accessible double deckers to operate in Britain, says Dennis. The design is based almost entirely on its experience with lowfloor deckers in Hong Kong.

The chassis turns the Cummins engine - mounted in-line in the Hong Kong spec - through 90 degrees across the engine bay, driving through a ZF gearbox to the nearside rear ZF portal axle. As a result, the rear overhang was much reduced on the show model, to just 2150 mm.

The bus will run on air suspension, using a four-bag system across the rear. The London specification will use Cummins' C-series engines of 220 to 245 bhp.



2.55-metre wide body lowfloor Dennis Trident is result of Stagecoach and LTB working together



Britain's safest driver: Dennis Watson (left) with cheque

Watson wins safest PSV driver award

MOIR LOCKHEAD, FirstBus chief executive, praised the contribution to road safety made by Britain's PSV drivers at a special presentation held on the Telma stand at Coach & Bus 97.

In his capacity as Confederation of Passenger Transport President, Mr Lockhead presented a cheque and certificate to Dennis Watson MBE of FirstBus subsidiary, Thamesway. Mr Watson won the industry's top safe driving award in recognition of his 42 years accident-free driving at the wheel of a bus.

Sponsored by Telma and CBW, the Safe Driver of the Year Award is presented each year as part of the ROSCO safety awards.

Mr Watson, who was honoured with an MBE last year for his contribution to road passenger transport, is due to retire next March and has been married for 41 of those 42 years.

Mr Lockhead said: "Mr Watson's record is a real measure of the safe carriage of people on coaches and buses and evidence that there are very few accidents."



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Optare pulls in coach orders for its two stylish show newcomers

Small but beautifully formed

By Mark Barton

TWO SMALL but significant coaches not seen before the show pulled in operators to the Optare stand at Coach & Bus 97. Orders have been received for both.

According to group managing director, Russell Richardson, Optare now has firm commitments on the first 20 Solera luxury midicoaches and the Autobus Nouvelle 2 on display was in the colours of D & J Dickinson of Boston.

The 35-seat Solera, coachbuilt by Ferqui in Spain to Optare's specification, fills a gap in Optare's coach range - neatly bridging the gap between its Autobus subsidiary and full-size Bova coach distributorship: It's a gap that many coach operators themselves had identified in the market as a whole.

Spanish for "highest quality," the Solera certainly looks the part. Styling is attractive and build quality, as you come to expect from Spain nowadays, is good. Useful features

include a cavernous boot and side lockers, which between them give 4.5 cubic metres of luggage space.

Underneath it all is the front-engined Mercedes 0.1120L chassis and the famous three pointed star is prominently displayed on both front and rear. Power is from Mercedes own 211 bhp six-cylinder Euro 2 engine driving through a six-speed manual gearbox.

And the cost of all this? Well, in standard 9.2 metre form - 35 Fainsa recliners, forced-air ventilation - Solera is priced at an almost modest £89,975 retail. Air conditioning will add another £5,000.

It is being sold directly by both Optare CoachSales and Autobus, from its soon-to-open Rotherham base. Solera is also available from the three established Autobus dealers - Connaught PSV of Doncaster, Carriageways of Bedford and Mid West Bus and Coach Sales of Cheltenham. Stock vehicles will be available from the middle of next year.



Spanish for 'highest quality' the Solera has no trouble living up to its name

The Autobus Nouvelle 2 adds the only thing that was missing from the award-winning Nouvelle 1 - good looks. Optare's influence can clearly be seen in the more aerodynamic and eye catching front end, where the restyled lift up bonnet also gives full access for daily level checks.

Skirt levels have been

raised at the side, maximising locker height. Glazing is now side bonded - but only single glazing to save weight - instead of plant-on aluminium frames. The entrance door has also been restyled with an alloy, rather than steel frame, and car-type handles and locks. Inside is virtually the same as Nouvelle 1, but the deep,

single piece windscreen now allows for a useful access panel at the top of the dashboard.

Holding it all up is Mercedes' Vario chassis with a four cylinder turbocharged and intercooled 136bhp engine. This allows up to 33 seats to be fitted unlike the show vehicle for D & J Dickinson.

115 orders for Optare Solo

OPTARE'S radical Solo - the lowfloor midibus with steering axle ahead of the entrance - not only attracted favourable comment at last week's Coach & Bus 97 but is supported by £9 million of orders made before the show opened.

Managing director, Russell Richardson, confirmed that Wilts & Dorset signed up for 85 as MetroRider replacements and Travel West Midlands has 30 on order as part of its 200-vehicle lowfloor replacement programme.

Consequently production, which is due to start at the Crossgates factory in the New Year, is now

booked up until the end of August.

The £65,000 rear-engined bus with steer axle ahead of the entrance has proved an instant hit with show visitors, with the 8.5-metre version with up to 24 seats in the lowfloor section being probably the most popular.

The Solo sets a whole new series of firsts in the industry says Mr Richardson: "It is the:

- First lowfloor bus with a 250 mm entry step without kneeling
- First bus of its size with a full-width body and available in lengths of 8.5 and 9.2 metre
- First lowfloor bus to

have the same seating capacity as a standard floor height vehicle of the same length

- First UK bus to have a complete multiplexed electrical system (promising major improvements in reliability and fault diagnostics)
- First UK integral bus of this size with an advanced Mercedes-Benz engine
- First bus of this size which fully meets the known requirements of the forthcoming application of the Disability Discrimination Act to buses."

Wilts & Dorset operations director, Andrew Bryce, said: "We asked ourselves why we should



Going Solo: orders even before Coach & Bus 97 opened

expect our passengers to suffer lower standards of ride comfort, accessibility and space just because they happened to be travelling on smaller vehicles compared with the full-sized buses in our fleet.

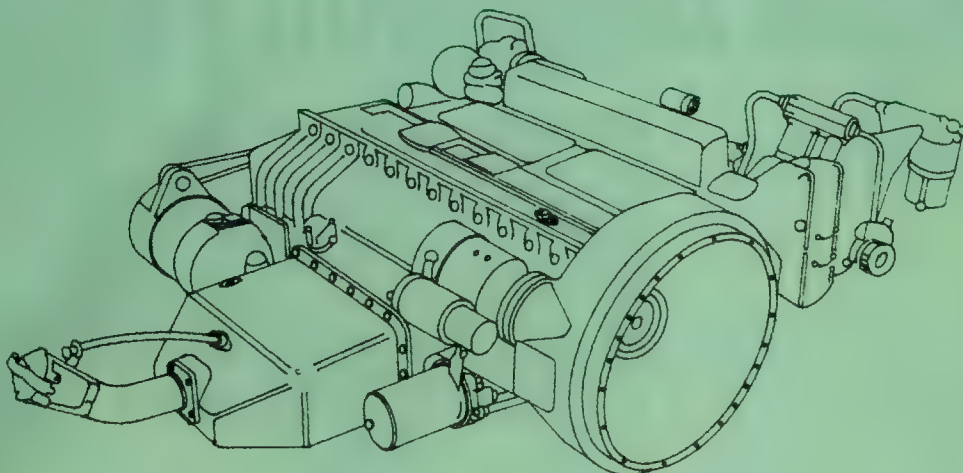
"We are delighted that our input has helped

Optare refine its design which is completely without compromise in all of these areas and which genuinely leads the industry by setting new standards."

All of Wilts & Dorset's Solos will be fitted with an optional wheelchair ramp and wheelchair space.



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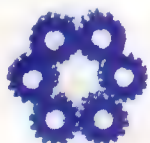


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Port of Dover sponsors new driver's award

Vital role of man in the hot seat



COACH AND BUS WEEK

**COACH
INDUSTRY
AWARDS**

1998

IN ASSOCIATION WITH
THE COACH TOURISM COUNCIL

By William Golden

THE VITAL ROLE played by the coach driver in the success of any tour has been underlined by the Port of Dover's decision to sponsor a new award, Continental Coach Driver of the Year, at the 1998 *Coach Industry Awards*.

Michael Krayenbrink, general manager (ferries) for Dover Harbour Board, said: "We are keen to promote best practice through our port operations and this can only be achieved through the commitment and enthusiasm of everyone."

"The coach driver has a key role in ensuring passengers have an enjoyable travelling experience, one that goes far beyond the issues of knowing the route and negotiating it efficiently and safely."



Driving force: Dover has the largest share of the cross-Channel coach market

Dover Harbour Board has invested more than £500,000 in new, coach-

related traffic management and facilities in the past 12 months. As a result, the

port is frequently delivering transit times from ship to open road in under five

minutes. Mr Krayenbrink added: "Dover remains the premier cross-Channel terminal for Continental coach operators, with a market share of more than 70 per cent."

"Our sponsorship of this award is further evidence of our commitment to support the coach industry."

● The 1998 Coach Industry Awards will be held on Friday 23 January at the Stakis Birmingham Metropole Hotel. Tickets are £800 plus VAT for a table of ten or £85 plus VAT each. Special hotel rates are available for those wishing to stay overnight at the Metropole.

More details from Kate Dalton, Evention, 5 Fenlake Business Park, Fengate, Peterborough PE1 5QB, tel 01733 311599 (fax 01733 343310).

Cruise ship trip results in a full cargo



CHAMPAGNE corks popped as 200 people boarded four Woods Travel coaches to journey to Southampton to say farewell to the cruise ship Canberra.

Sales exceeded all expectations and the Bognor Regis operator chartered a private vessel, the Solent Scene, for the group. This joined the flotilla of hundreds of other vessels

that escorted the Canberra back up Southampton Water as she berthed for the last time. Lunch was served on board and the cruise was followed by a tour of the dockyard.

On the return journey, the passengers held a raffle and raised £214 for St Wilfred's Hospice, Chichester.



The long goodbye: a farewell coach excursion to see the cruise ship Canberra (left) exceeded all expectations for Woods Travel (right)

Guarantee for groups

A NEW Customer Service Guarantee is included in the 1998 Coach and Group Guide from Stena Line, which is enjoying a marked increase in coach business thanks to the introduction of HSS fast ferries on three routes.

The guarantee outlines the company's commitment to delivering the highest levels of service to coach and group operators. David Stamp, national sales manager, said: "There is greater confidence in the coach market than 12 months ago, with better exchange rates and a more positive consumer feel to taking a holiday."

"Stena Line has seen a growth in its coach business in 1997, notably through the increasing popularity of the Stena HSS. Overall, the coach tourism market to Ireland has shown steady growth this year, while the short-sea business to France has remained fairly static year on year."

The HSS is the world's largest high-speed ferry and Stena Line operates three craft on its Holyhead to Dun Laoghaire, Stranraer to Belfast and Harwich to Hook of Holland routes.

● For bookings and more information about 1998 group rates, contact Stena Line coach and group reservations on 0990 204402.

Ireland specialist and Stena Line renew links for 1998 season

A piece of the Action

By William Golden

A MARKED growth in business this year has led Action Tours, the Shropshire wholesaler, to launch an expanded range of packages to coach operators in 1998.

The Ireland specialist has renewed its Premier Partnership with Stena Line to offer coach operators a wide range of tours to the whole of Ireland in 1998. The Visit Ireland brochure features suggested itineraries, price guides to hotels and details of places to visit.

Action Tours is backing up the Ireland programme with tours and packages to the Channel Islands, the Isle of Man, the Scottish Isles and North Wales.

● More information and copies of the brochures are available from Action Tours, 5 Park Street, Shifnal, Shropshire, TF11 9BA, tel 01952 462462 (fax 01952 462555).



Hands across the water: Steve Goodenough (left), md of Action Tours, and David Stamp, Stena Line's national sales manager, renew the partnership

Botel's North Sea partnership

TOURS to Bruges and Amsterdam and Christmas markets are featured in a new brochure from Botel Services and P&O North Sea Ferries.

The Rotherham wholesaler has been appointed Preferred Wholesaler for 1998 by the Hull-based ferry operator and is offering operators a range of holiday options. Tours can be arranged on a four or five-day basis, comprising two nights on board ship and one or two nights in a hotel. All

prices are based on inside special cabins and the rates depend on departure dates.

Highlights of the programme are Traditional Holland, based in the Golden Tulip Hotel, Purmerend, and Champagne, Lace and Luxury Chocolates in Bruges and Gent. The success of the 1997 Christmas Markets programme has led Botel to expand its 1998 range of accommodation. Tours can now be based in the Belgian towns

of Hasselt or Liege; the German cities of Cologne and Aachen; or the German Rhine Valley.

P&O North Sea Ferries operates from Hull to Rotterdam (Europort) and Zeebrugge and group evening meals and breakfasts may be booked.

● For more details contact Botel Services on 01709 703535 (fax 01709 703525), or ring its Manchester office on 0161 428 7333 (fax 0161 428 3234).



EUROWATCH

WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	12C/54F	Madrid	23C/73F
Athens	26C/79F	Oslo	9F/48F
Berlin	9C/48F	Paris	15C/59F
Brussels	11C/52F	Rome	26C/79F
Dublin	10C/50F	Stockholm	7C/45F
Lisbon	23C/73F	Vienna	13C/55F
Luxembourg	11C/52F	Zurich	12/54F

DIESEL PRICES

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.47	Luxembourg	0.37
Belgium	0.48	Netherlands	0.47
Eire	0.52	Norway	0.63
France	0.45	Portugal	0.40
Germany	0.42	Spain	0.40
Greece	0.38	Sweden	0.54
Italy	0.54	Switzerland	0.53

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	19.36 Sch/£	Italy	2,737 Lire/£
Belgium	56.76 Bfr/£	Netherlands	3.09 Gld/£
Denmark	10.55 K/£	Norway	11.11 Nkr/£
Eire	1.083 Punt/£	Portugal	280 Es/£
France	9.22 F/£	Spain	231 Pta/£
Germany	2.75 DM/£	Sweden	12.01 Skr/£
Greece	437 D/£	Switzerland	2.28 Sfr/£

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53 reclining seats, finished cream/orange

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brown/cream.M.O.T JULY 1998

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53 seats, finished all white.

.....M.O.T MARCH 1998

1989 VOLVO B10M CAETANO ALGARVE

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1989 VOLVO B10M CAETANO ALGARVE

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.....M.O.T FEBRUARY 1998

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PARAMOUNT 3200**

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**1987 DAF MB 230 DKFL 12M PLAXTON
PARAMOUNT 3500**

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1987 LEYLAND TIGER 260 12M DUPL

320 53 reclining seats, toilet + exec. spec., finished
cream/duo red.M.O.T MARCH 1998

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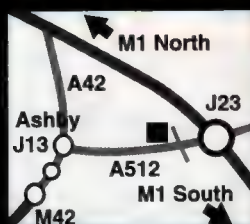
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Problems were caused by sabotage, operator claims

Ex driver who wanted to buy his own bus blamed



MAINTENANCE

SABOTAGE was cited as the reason for maintenance problems encountered by a coach operation. At a Leeds disciplinary inquiry, Fairclough Bros Ltd, trading as Tatlocks For Travel, of 44 Stand Lane, Radcliffe, Manchester, appeared before North Western deputy traffic commissioner Patrick Mulvenna.

In addition to considering taking disciplinary action against the company, the deputy commissioner also had before him an application to increase its O-licence authorisation from four to five vehicles.

DoT vehicle examiner Ivan Coup said he had carried out a maintenance investigation in May following a tip-off from the police. The condition of the two vehicles he examined was very poor.

They were both issued with immediate prohibitions for defects of a very serious nature. A prosecution was pending in relation to one of the vehicles over a defective tyre.

The inspection records were very poorly made out. Inspections were carried out by director Frank Howarth and the defects found showed he was not competent to carry out that task. Of 11 prohibition notices issued to the company's vehicles since 1992, 10 could be classed as maintenance related.

For the company, John Backhouse said the maintenance of the vehicles was now being contracted out to a commercial garage. Mr Coup said the garage was using goods vehicle inspection forms rather than PSV-type ones but Mr Howarth said he would ensure the garage was given the right forms.

So far the garage had inspected four vehicles. The company had five vehicles, one of which was currently off the road. When Mr Coup also pointed out the inspection forms had not been signed off by the garage as showing the vehicles were fit for service, Mr Howarth said that was because they carried out all but major repairs themselves.

In future vehicles would be resubmitted to the garage after defects had been rectified so the work could be checked over.

Mr Howarth said that, though he

had no mechanical qualifications, he had considerable experience of PSV maintenance.

There had been no problems since the trouble they had had with the Ministry in 1993 until a week before the maintenance investigation by the vehicle examiner.

They then had problems with coaches being sabotaged and that had been reported to Greater Manchester Police. A handbrake cable had been cut, as had a gear lever, batteries had been smashed and an O-licence identity disc had been stolen.

He had a good idea who had reported them to the police but he could not prove it, said Mr Howarth. He'd had a driver who had wanted to buy a bus and run it on his licence. When he refused to do so, things started to happen to the company's vehicles. He had got rid of the driver who had caused the trouble.

Questioned about the driver defect reporting system, Mr Howarth said drivers reported defects to him verbally if he was on the premises,

rather than reporting them in writing. Asked about a cheque in payment of vehicle excise duty that had been dishonoured, Mr Howarth said the lady in the office had failed to transfer sufficient funds over. He was seeking to increase the authorisation on the licence because he was currently having to give work away, Mr Howarth said.

The company had a contract with the King David School at Cheetham Hill which had grown from one to four vehicles. There was a second school contract and the company also carried sixth-form students for North West Utilities to Chorley.

In addition, they normally had one vehicle away on tour at any one time. Adjourning the proceedings until a date to be fixed after hearing financial evidence in private at the company's request, Mr Mulvenna said he required more recent accounts to satisfy him the company had sufficient financial resources. He also wished to take account of the result of the pending prosecution in relation to the defective tyre before reaching a decision.



Tatlocks for Travel had won a second school contract

Phillips - ban and revocation



LICENSING

MOUNTAIN Ash-based Phillips Coaches Ltd had its licence revoked, and its directors were banned from holding or obtaining an O-licence, when the company failed to appear at a Cardiff disciplinary inquiry.

South Wales traffic commissioner John Mervyn Pugh said the company, of 1 Rheola Street, Penrhwi-ceiber, Mountain Ash, Mid Glamorgan, had been granted a licence in June 1993 authorising the operation of five double deckers, eight single deckers and two minibuses.

The directors of the company, Graham Phillips, David Phillips, Miriam Phillips and Norma Lewis, had given false information when the company first applied for a licence, said the commissioner. He said information had come to his attention through Clayton Jones, of Ynysybwl, who had indicated that Phillips Coaches had never traded as an entity.

"They should never have been given the authority of a licence," said Mr Pugh. "It is nothing short of a disgrace and it should be revoked with immediate effect."

The commissioner also directed that any application for a licence by the company's nominated transport manager, Meirion Phillips, should be heard at a public inquiry.

Perrins escapes with a warning



MAINTENANCE

COACH OPERATOR John Perrins escaped with a warning about his future maintenance standards at a Leeds disciplinary inquiry.

Mr Perrins, who trades as John Richard Tours, of 20 Bourne Close, Brimington, Chesterfield, Derbyshire, had been called before North Western deputy traffic commissioner Patrick Mulvenna following the issue of four prohibition notices.

All the prohibition notices had related to the same vehicle, which he had now disposed of, said Mr Perrins. He had also since changed his maintenance contractor.

Though the prohibition notices gave him grounds for taking disciplinary action, in the circumstances, he would issue a formal warning, said Mr Mulvenna.

Partners' have O-licence revoked and are banned for six months



MAINTENANCE

A COACH OPERATION had its O-licence revoked with immediate effect, and its partners were banned from holding or obtaining one for six months, when the company appeared at a Cardiff disciplinary inquiry for the second time within four months.

Graham and Carol Colwill, trading as Colwill Coaches, of Village Garage, Station Road, Penclawdd, Swansea, Mid Glamorgan, had been called before South Wales traffic commissioner John Mervyn Pugh because of continuing concern over their maintenance standards.

In May the commissioner reduced the firm's O-licence authorisation from 15 to 10 vehicles, warning that the VI would be carrying out further visits to check its maintenance system was being operated properly and its vehicles were being kept in a fit and roadworthy condition (CBW, 31 May).

The commissioner was told further prohibitions had since been placed on the firm's vehicles. In one case a coach had the boot secured with broken broom handles and another vehicle, which was carrying adult passengers, had a seat without cushions.

There had also been an instance of a coach emitting excessive smoke

No second chances - commissioner

when on full throttle. Mr Colwill said the rear lights had failed on the coach with the defective boot lid. Normally the boot was screwed down with plates but it had not been secured when the bulbs were replaced. There had been no danger to the passengers as there was no access to the boot by the public. Referring to the missing seat, Mr Colwill said the driver had inspected the vehicle concerned at his home and not at the firm's garage.

As he had only been picking up 12 adults with an 18-seater vehicle he

had not thought it was a problem. The driver concerned had been strongly censured.

Revoking the licence, and imposing the disqualification order, Mr Pugh said the prohibition placed on the vehicle with the defective boot lid had been "horrendous reading." There was excessive corrosion of the boot lid, which was being held down by broom handles supported by twisted wire. The flooring was detached and oil and water were present. It was not capable of carrying luggage. The commissioner said the

firm had been warned at the previous public inquiry over its poor maintenance standards and that the licence would be revoked if there were any further prohibitions showing a significant failure of maintenance. The commissioner was asked to defer the implementation of his decision, on the grounds there had been a tremendous improvement. It was pointed out there were now fewer coaches and it was suggested the quality of the staff, who were under constant supervision, was undoubtedly improving.

Rejecting that request, Mr Pugh said there were no second chances. He had thought on the last occasion Mr Colwill had learned his lesson. It gave him no pleasure to take such drastic action but it was abundantly clear Mr Colwill was incapable of adhering to a proper maintenance system. He had allowed him to continue on the last occasion as he was always kind and considerate to operators, giving them an opportunity to put matters right and continue.

Most operators took advantage of such an opportunity and he did not see them again. However, Mr Colwill had failed him.

The disqualification period of six months was less than the normal period, said Mr Pugh. It was clear Mr Colwill knew what his failings were and he did not consider he was a "rogue" operator.

Stagecoach GMBS privatisation cut

Manchester operations can run reduced by 30

by Michael Jewell
and very few had been correctly completed. Greater supervision of the workshop staff was required to ensure defective buses did not go back on the road.

Mr Warnford said Stagecoach had acquired the company in February 1996. The buses had been in a very poor and dirty condition when the business was acquired and it was evident the maintenance system was ineffective.

matters are improving, quite the reverse," said the commissioner. He pointed out the maintenance investigations were carried out almost a year after Stagecoach had taken over, and 17 buses were given prohibition notices for immediately dangerous defects.

Engineering director Peter Sumner, who was appointed at the beginning of February, said GMB staff had been slow to realise there was a problem but that realisation was there now. The company's solicitor, John Backhouse, maintained Stagecoach had taken



Pugh: blamed management

▼ Maintenance

Sabotage is alleged

'ACTS of sabotage' by former employees caused some of the maintenance problems he had experienced, an operator told South Wales traffic commissioner John Mervyn Pugh.

Graham Colwill, a partner with Carol Colwill in the

FLASHBACK: In May commissioner reduced the firm's authorisation

Serious warning for De Luxe Coach Services over maintenance



MAINTENANCE

DE LUXE COACH SERVICES was given a serious warning about its maintenance standards by West Midlands traffic commissioner John Mervyn Pugh at a Birmingham disciplinary inquiry.

The commissioner also cut the authorisation on the O-licence held by the company, of 49 Long Street, Atherstone, from nine vehicles to the eight it is currently operating.

The commissioner pointed out the company's O-licence was in jeopardy following the issue of three prohibition notices endorsed as showing a significant maintenance failure.

Director Andrew Evans said they thought they had the right maintenance system but they had not been operating it correctly. It had been

agreed the vehicles would be inspected every six weeks but, at the time of the vehicle examiner's visit, it was obvious they had not been inspected in the previous six weeks and, having looked through the records, it was clear that, in the last four months, the six-week period had not been adhered to.

They had now instituted a policy of inspections every four weeks, said Mr Evans, using a wall chart to indicate when the next inspection was due. They had a drivers' nil daily defect reporting system using duplicate books in place and they had recently re-issued contracts of employment to their drivers which pointed out their responsibilities.

Mr Pugh said he required the company to also send letters to its drivers and its one fitter, pointing out their responsibilities, with them sign-

ing a copy to say they had read and understood them.

He suggested the company use triplicate books for defect reporting, with one copy going to the fitter and the other landing on Mr Evans' desk. In reply to the commissioner, Mr Evans said not all the vehicles had had fresh MoT tests. Three vehicles had been tested since the vehicle examiner's visit and one was being tested that day. The oldest vehicle in the fleet was about to be taken out of service and replaced.

Mr Evans undertook to have all the company's vehicles go through fresh MoT tests within nine days, apart from the one being tested that day and Mr Pugh said that enabled him not to have to suspend the licence.

He could see what had happened, the company had been relying too

much upon its employees. Director Richard Evans said they now carried out regular checks to ensure the system was working properly.

Mr Pugh warned that, if the company collected any more 'S' marked prohibitions it was likely to have its licence revoked.

He said that, as the company had held a licence since 1981, the directors had never been to a new operator's seminar and he thought it would be beneficial for them to attend one. They seemed to be acting very responsibly, he said.

Both directors agreed being called to public inquiry had been a nasty shock and Mr Pugh said if the court room had been full of parents of the children the company was carrying on its school runs, the parents probably would not have let their children travel with the company again.

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Make your views known

TIME IS RUNNING OUT for making comments on the Government's consultation document *Developing an Integrated Transport Policy*. Observations have to be submitted by 14 November - only four weeks away. Readers who want to be involved in determining the shape of their future working environment would do well to study this 16-page booklet and make suitable response. Copies are freely available from Ruth Chapman, Integrated Transport Division 1, Department of the Environment, Transport & the Regions, Zone 1/26, Great Minster House, 76 Marsham Street, London SW1P 4DR (0171 271 5631).

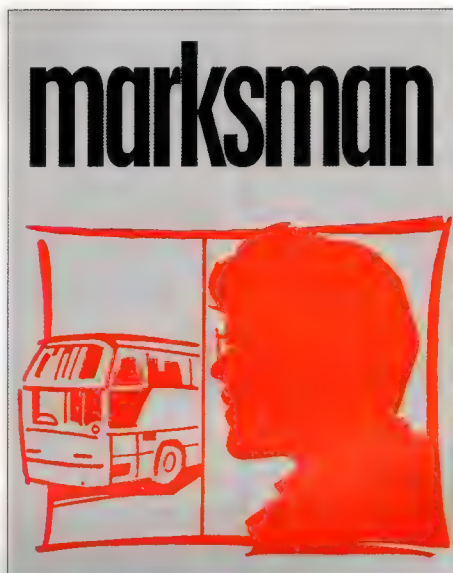
In that context, I return to an earlier comment I made about the conduct and demeanour of some bus passengers being offensive to others. Since I wrote that I have noticed several letters in national newspapers following the same theme. In particular one from a lady who had been persuaded to try public transport as an alternative to the car, but who was so perturbed by the language and conduct of a group of yobs travelling on the bus - and in particular subjecting her six year old to words and actions wholly alien to the child's upbringing - that she declared 'never again'.

The Government clearly does recognise this problem, for launching an experimental telephone helpline, ('SAFEline') for passengers in Sheffield to report threatening or criminal behaviour on buses, Transport Minister Glenda Jackson said: "Unfortunately, fear of crime keeps people off public transport - especially women. It means that many people who might use public transport travel by car instead, increasing congestion and pollution."

Allied to this I have also seen several press reports about 'zero tolerance' by airlines of unacceptable conduct by passengers. They cannot put such passengers off but they can, and do, handcuff them to their seats to limit their ability to upset other travellers.

I am firmly coming to the view that, whatever the immediate cost to our industry may be, there will be a long-term benefit if we also had a zero tolerance to unbecoming conduct of passengers. If we do this, the use of public transport may well be boosted beyond our wildest dreams by the Government's determination to reduce car dependency but, if we continue to bury our heads in the sand to the behaviour of louts and hooligans, all we can

*Only four weeks left
for observations on
the Government's
consultation document
to be submitted*



expect from a change in transport policy is a multitude of potential new passengers who try it once and are so affronted that they too join the 'never-again' brigade.

In relation to the consultation paper it may mean that changes in legislation are needed to strengthen the minimal powers in the 'Conduct' regulations to evict an offending passenger from a PSV. For instance, to allow the use of reasonable force to achieve this. It might also be thought that simply making an offending passenger alight is an inadequate sanction and that a specific and punishable offence of behaving in an offensive manner on a PSV should be created.

On busy urban routes where large vehicles are used, enforcing a zero tolerance policy would

mean the return of the conductor. All my information tells me that this would be welcomed by the majority of passengers. Apart from weighing up the short-term cost against the long-term benefits, even the immediate cost might not be as great as appears at first sight. Although there is now a lot of off-bus ticketing, it is indisputable that passengers would board far quicker if drivers had no responsibility for fare collection or ticket and pass inspection. This translates into a faster through journey time (welcomed by passengers and thus likely to be generative) and better vehicle utilisation. If re-scheduling as a result of using conductors resulted in only nine vehicles being needed to do what 10 did with one-person operation (which may well be possible), the savings would go a long way to offset the conductors' wage costs.

In terms of the Government's consultation, reducing traffic delays caused by fare collection on OPO buses, would give enormous benefits. Playing Devil's Advocate: if I were a local authority discussing a quality partnership deal with a bus operator, one of the quid pro quos that I would seek for bus-priority measures over some parts of a route would be to have conductors over the rest. Why should we expect favourable facilities to speed journey time at the expense of other road users if we are not prepared to do things within our power to speed the journey times of our own vehicles and following traffic?

Commercial realism (possibly misplaced and short-sighted) is, of course, the reason why operators have not returned to services with conductors in 10+ years of deregulation. It may, then, be the opportune moment for the Government to create the level playing field by legislating for conductors on services running in urban areas - and possibly even offer some grant aid for a transitional period towards the cost. This could work roughly in the same way as the Rural Bus Grant did in the first years of deregulation. Then 'rural' was determined by population size of urban area and the grant was paid on route length run supplemental to fuel duty rebate. The actual rate declined year on year until it was phased out. Although some may see this as a slightly heretical view, I am convinced that a return to conductors on urban services will be good for the industry, for other road users, for passengers, and to achieve the Government's own objectives.

'Magnificent Seven': judge's decision is outrageous

AS READERS WILL REMEMBER, I do not believe in paying abnormally low wages to drivers. Press reports suggest that the evidence about the wages paid to drivers of Shamrock Coaches was at best misrepresented, or possibly concealed or distorted, in Cardiff Crown Court.

In the case to which I refer seven drivers who had systematically and skilfully plundered £36,756 from the fare-boxes of Shamrock Coaches to make up for what they saw as less than a living wage, faced a sympathetic judge.

He imposed community service orders, but allowed them to keep the

money - some £5,000 each, saying: "This is an exceptional case. You each have a sense of grievance against your former employer over unpaid wages."

I understand that Shamrock may be appealing and wish it every success. This is a monstrous decision, whatever the facts about low or unpaid wages. Indeed, I find it amazing that Judge Evans even thought it necessary to consider wages at all.

At best I would have thought any paucity or shortfall of wages could only be advanced in mitigation. I do not know the charges brought

against this so called "Magnificent Seven" but the simple fact must surely be that, whatever the cause, reason, or justification, they used duplicate ticket machines to steal money properly belonging to their employer.

Section 1(1) of the Theft Act 1968 provides that a person is guilty of theft if he dishonestly appropriates property belonging to another with the intention of permanently depriving the other of it.

That seems pretty plain to me and it would appear that the judge may have taken in to account factors over and above what was properly neces-

sary to apply that simple test. If drivers feel wrongly treated by employers they have recourse to lawful remedies, ranging from industrial tribunals to striking, or serving notice.

Theft apart, there is also the issue of loyalty to one's employer and the implied duty on employees to best serve the employer's business.

Traditionally the law has been particularly severe on those who breach positions of financial trust arising from employment. Dipping one's hand into the till is not a lawful remedy for employment grievances and it is outrageous that a decision of a court should suggest otherwise.

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DIARY



Trolley good: Massey Bros-bodied Leyland TB10 trolleybus was demonstrated over the South Lancashire Transport system around February 1935 and eventually registered TJ9010 but never found a buyer and was broken up

BYGONE DAYS

Shedding light on 'lowfloor' trolleybus

ONCE again, a large number of readers have shed some light on the line drawing of a Leyland lowfloor trolleybus (*Coach and Bus Week*, 2 October).

It existed as much more than just a concept, as this picture shows. We were right in our belief that the drawing pre-dated the 1950s; the TB10 with its Massey Bros body was first seen in 1934, and run on test on South Lancashire Transport's system in 1935.

In the final analysis, we were most entertained by Roy Marshall's letter, and the accompanying photograph printed here. For this reason we have sent the *Coach and Bus Week* mug to him. Thanks to everyone who wrote whose letters have not been printed.

Rather than precis the many words we received on the subject, we'll simply let our selection of readers speak for themselves:

IN RESPONSE to the question about the Leyland 'TB10' lowfloor trolleybus, I can refer you to two sources on the subject: I) Doug Jack's book *The Leyland Bus*, pages 138/9 (TPC 1977), and *British Trolleybuses 1911-1972*, page 91, Geoff Lumb (Ian Allan 1995).

This 1934 product was a true lowfloor vehicle with the chassis cross members and axles being drop-centre. Two traction motors were provided, left and

right, mounted outside the chassis mainframes - somewhat like double-sided AEC Q-type (of which there was also a trolleybus version, the Model 761T (KY-6210) of 1939).

Contemporary literature variously described this Leyland as 'low loading', 'low-entrance' and 'low floor'. The designation TB10 is questionable as three-axle Leyland trolleybuses were TTB while those with two axles were TB.

Doug Jack, who researches Leyland archives, refers to the lowfloor as TTL, which seems logical as 'three-axle trolleybus - lowfloor'. The much respected Geoff Lumb, however, refers to the TB10.

MIKE DAVIS
DTS Publishing
Croydon
Surrey

I NOTED with interest the drawing of the Leyland 'lowfloor' trolleybus was new in 1935 and was exhibited on the General Electric Company stand at the 1935 Commercial Motor Show.

The Massey body had staircases at the front and rear and the floor was level with the platforms as on the Bristol Lodekka. This was achieved by having two traction motors, one on each side of the vehicle each driving its own transmission shaft to the dropped centre rear axles. The transmission shafts were

situated outside the chassis members.

It was demonstrated to a number of operators but, surprisingly, did not catch on and was not developed. It is thought it was eventually dismantled.

HARRY POSTLETHWAITE
Little Bisham
Blackpool
Lancs

THE MASSEY Bros-bodied Leyland TB10 trolleybus was demonstrated over the South Lancashire Transport system around February 1935. It was eventually registered TJ9010 but never found a buyer and was broken up. Apparently, it did not have a low floor (see the height of the lower deck in my picture) and must have had inward-facing seats over the wheel arches.

Norman Massey recounted to me several years ago that, when it was built with the trolley gantry in place, it was too high to go through the workshop door so the floor of the building had to be scooped out to allow more room.

It appears to have been based on a previous bus of this type - a Wycombe-bodied, Junkers-engined Gilford that caused a sensation at the October 1930 Olympian Show. It had a six-cylinder double-opposed piston engine driving the front wheels.

No buyer emerged, and it was converted into a trolleybus, for a short time

operating for Wolverhampton Corporation. Even this was not a 'first', however. In 1926, Bartons of Chilwell, Notts, built a twin-engined lowfloor bus driven by two Ford T engines to the front wheels. It never entered service, the trade press at the time remarking that it appeared to have too little ground clearance!

ROY MARSHALL
Burnley
Lancs

The final word must go to Charles Marshall, who not only included a transcript of Doug Jack's writings on the subject, but threw down the gauntlet to us to challenge his mind more fully. Watch this space...

THE DRAWING of the Leyland lowfloor trolleybus intrigued me. The vehicle is described by Doug Jack in his excellent book, *Leyland Bus*, published by Transport Publishing Company.

I have no doubt many of your readers share my view that your Bygone Days feature is full of interest and nostalgia but, if you are really going to test our memories and knowledge, you need to come up with pictures of some rather rarer and more exotic vehicles which have graced the history of the UK coach and bus industry.

CHARLES S MARSHALL
Bishop Auckland
Co Durham



COACH AND BUS WEEK ENDING...

10 YEARS AGO

● **COTTERS** Tour and Leisure Group crashes owing a reputed £2.5m and takes Caledonia Coach Sales with it. Wallace Arnold picks up Watsons Tours and Cotters Tours subsidiaries from the receiver and rescues some Cotters passengers from Belgium.

● **Plaxton's** unions agree to a three-year fixed pay deal, ending of restrictive practices, a limited no-strike agreement and single-union negotiations as new management sweeps through the company. "This is a breath of fresh air," said chief executive David Matthews.

● **Labour MPs** protest about the prospective sale of NBC's EMMS, Lincs Road Car and Midland Red North to Allied Bus Services - a company run from Gibraltar and Spain by expats, and led by haulage expert Peter Ball. (*Coachmart*, 23 Oct 1987)

15 YEARS AGO

● **Roborough House** is being prepared to become the new Trathens HQ. The old manor house with nearby, new single-span workshop is to become maintenance facility, booking office and departure lounge all rolled into one.

● **But in the legal section**, Trathens gets a black mark for £6,000 in tachofines, shared between Mike and David Trathen and 26 of the company's drivers. They plead guilty to 80 offences out of 43,000 tachograph records. Mike Trathen introduces a more efficient tachograph check and re-times journeys at a cost of £156,000 a year.

● **COACHMART'S** reporter travels on Blueline's Newcastle-London service aboard the then-new Setra 215HD, reporting a good ride and cheap coffee. The feature takes a long look at Ray Turner's expanding empire. (*Coachmart*, 22 Oct '82)



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LETTERS TO THE EDITOR

The Editor, *Coach and Bus Week*, EMAP Automotive Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS
fax: 01733 467154 e-mail: FrankF@automotive.emap.co.uk

Can anybody supply parts?

I operate a 1986 Bedford YNV Venturer and I am having great difficulty trying to find track rod ends for it. Could somebody help? The vehicle is serviceable at the moment but these parts will need to be replaced in the next few weeks as part of our preventative maintenance program. If I can be of any further assistance please do not hesitate to contact me.

MIKE ROYDS
Proprietor
MT Travel
Whitworth
Greater Manchester

Amazing how policy changes

Isn't it amazing how a large manufacturer can change its policy over a period of 10 or so years?

At the time of Volvo's takeover of Leyland Bus, the struggling sales of Royal Tiger Doyen were brought to an end by the new owner's view that rear-engined coaches would not be built by themselves for a plethora of reasons, not least of which they were not considered to be safe because of the inherent weight distribution difficulties. This was why the C10M had been introduced (which was even more of a 'lemon' than the Tiger Doyen).

To be fair Royal Tiger had its own share of problems and not a particularly good name in the coaching world at the time but this was mainly due to the build methods and quality control. I consider that even today the styling would stand up in the marketplace among the new generation of vehicles available, in the same way as the Setra and Van Hool ranges have evolved and been updated.

Many Royal Tiger chassis and Doyen still live on and operate as second-line vehicles in smaller operators' fleets. But wait. A new concept from Volvo for the British market (or is it English now?) the B7R. Soon to be available with chassis cut version with a rear engine developing 260 bhp and with a ZF manual or auto transmission. Now where did they get that idea from?

As a development for the future I would suggest bodybuilders other

Letter of the Week

How to encourage public transport

Encourage public transport? Simple, Mr Prescott, stop treating all road transport the same. You claim to support public transport, particularly buses and, at the same time, increase our fuel costs in a single year through two Budgets by 16%, while continuing the previous government's policy of not adjusting the fuel duty rebate for inflation. Who do you think you are kidding?

The coach and bus industry needs an immediate injection of enthusiasm from central Government to provide the public transport services that are going to be essential if we are to avoid total obliteration by the private car. The solution is simple, cost effective, and would promote environmental awareness. I suggest the following strategy be adopted immediately:

1. Scrap Fuel Duty Rebate
2. Allow all PSVs complying with minimum Euro 1 Regulations, or with aftermarket catalysts, to run on red (untaxed) diesel. Make red (green) diesel environmentally friendly, with reduced sulphur content. The additional cost will be more than compensated by not

paying duty.

3. In urban areas, where there is a bus route and two lanes are available, make the inside lane a bus lane. There is nothing like motorists seeing a bus travelling in its own lane while they are stuck in traffic to encourage people to give up their car and use public transport. The increased patronage would improve passenger revenue and consequently the need for subsidy - but please, local authorities, don't tell me you haven't the money to introduce bus lanes, lobby the Government to reduce the amount of needless bureaucracy required to paint a few lines and put signs up. It seems to cost twice as much as it should when you are involved, spending our money.

What would the above measures achieve? Firstly, older buses would be less cost effective to run and encourage operators to purchase new vehicles to the benefit of the travelling public and manufacturers, creating employment. It would reduce costs, enabling operators to spend less time on paperwork to forecast and claim back fuel duty

rebate, not to mention the teams of civil servants employed to carry out work which is entirely unnecessary. They would be better re-deployed elsewhere, although a degree of flexibility may be required.

There has been too much talk and not enough action. The continuing anti-bus measures from central Government are something that must be turned round quickly, before I, along with many other operators, withdraw large sections of the commercial bus network.

The importance of the coach and bus in the public transport infrastructure is already acknowledged. Put us on a par with the airline and rail industry, although they have dedicated roads.

With a small amount of help, I am confident we can achieve, largely commercially, the Government's alleged desire to see more people transferred to coach and bus services.

STEVE WHITEWAY
Operations Director
Epsom Coach and Bus
Epsom
Surrey

than Plaxton may wish to use the chassis even to the extent Volvo may wish to design their own. They could even call it a Royal Volvo Doyen. I await with bated breath more ideas from the big company.

RICHARD WARNER
Director
Warners Bus and Coach
Tewkesbury
Glos

Leave drivers just to drive

The recent concern over driver shortages, I believe, has been festering for many years and, as Marksman said last week, is obviously linked to wages and other related conditions.

My opinion on the causes are broadly in line with the comments published in *CBW* over recent months but the large tour operators do not help the situation as far as coach drivers are concerned. The household names in the industry still pay poor basic wages, yet purport to be the showpieces of the trade. They

openly expect drivers to substantially supplement their income by selling optional tours, biscuits or any other commissioned-based goods.

Consequently, if such practices were withdrawn, the wage portion of any tour could be increased, and the clients who pay the wages in any case, would know where they stand when booking.

Only last week your magazine reported on THE major operator guaranteeing reduced prices for 1998. I wonder what percentage of drivers' wages will be built into this campaign?

Perhaps they should have the following paragraph in their Conditions of Booking:-

"Your tour price only covers 50% of your drivers' salary. He/she has our permission to sell other tours/goods to make up the difference in pay."

The average customers think this is normal practice and what a pleasant surprise they have the first time they travel with me. They quickly learn that a higher tour price is better value in the long term, so wages can be calculated accordingly, and to a higher level.

Therefore, can I challenge these operators to set the trend for wages by stopping these practices, thus leaving the drivers JUST TO DRIVE. The smaller operators will soon follow. Also I am sure it will be reflected in other areas of tourism. I appreciate a free meal as much as anyone, but the offer of free gifts and vouchers has to be paid for by my passengers.

ALAN PHILLIPS
Phillips Tours
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VOLVO B10M MKIII VAN HOOL ALIZEE (H)

First Registered: 17.01.91 MOT: NEW
51 recliners, courier seat, seat belts, foot rests, air adjustable drivers seat, blinds, double glazing, Webasto, ZF 6 speed gearbox, Telma retarder, cruise control, drivers bunk, c/s toilet, continental door, servery, water boiler, fridge, radio/pa/cassette, Interior - retrimmed brown, Exterior - repainted white two pack.

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First Registered: Feb 1992 MOT: NEW
53 recliners, seat belts, foot rests, air adjustable drivers seat, aisle carpet, blinds, double glazing, Webasto, ZF automatic gearbox with integral retarder, cruise control, radio/pa/cassette, Interior - brown or grey moquette, Exterior - repainted white two pack. choice

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£95,000

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A complementary

As the revolution in interior design gathers speed, Mike Morgan visits two manufacturers with a shared vision of the opportunities ahead



James Valentine: heads-up TVI umbrella for Invertec and Lydney

THE PROOF OF THE PUDDING is in the balance sheet and, if you're seeking evidence of financial rewards from the unlikely courtship between a plywood manufacturer and a specialist in low-voltage florescent light, look no further.

Two years ago the management buyout team from Lydney Products on the banks of the River Severn and family-owned Invertec of Fairford established a joint venture to co-ordinate sales of two dissimilar, but remarkably complementary components commonly found in coach and bus interiors. The formation of TVI (Total Vehicle Interiors) was based on the firm belief that the rapid swing to outside sourcing by coachbuilders would favour an organisation able to supply a complete package. Their vision has been reinforced, and favoured, by the mould-breaking decision by FirstBus to develop a corporate interior, while the privatisation of the railways has given a very promising second string to its bow.

In a somewhat unconventional structure, TVI is headed up James Valentine, son of second director, Charles Valentine, principal of one of the two partners, Invertec. The other member of the board, John Rook, is managing director of Lydney. Invertec and Lydney remain independent manufacturers while TVI acts as an umbrella organisation, providing marketing support for the companies' common customers, its head office in Gloucester symbolically bridging the gap between Lydney to the West and Fairford to the East.

TVI was launched on the eve of Coach & Bus 95 and two years down the road James Valentine is in no doubt it has worked. He says response from bodybuilders to the one-stop shopping on offer has been positive with the general reaction: "The idea is great - we love it - can you do this for us?"

And he can point to some remarkable successes. The celebrated FirstBus interior as fitted to Plaxton Pointers benefits from TVI input. Floors, cove panels, cab, header boxes come from Lydney. Lighting is from Lydney.

Although the aim is to persuade coach and bus builders to place contracts for the supply of complete interiors, one of Mr Valentine's most prized contracts is for the interior lighting in Scania's Omnicity lowfloor bus - a vehicle built in Denmark (in the DAB factory), Sweden, France and eventually Poland - with annual production expected to be jacked up to 2000 by the year 2000.

Output of these three-metre concealed light units has required expansion at Fairford with a new dedicated production line opened up. The contract is for at least two years.

An aircraft-style luggage locker system has been developed for fitting into Duple Metsec-bodied Dennis Trident deckers for Hong Kong Citybus, using Lydney's Lydneyform laminate. This contract includes air-con ducts and continuous lighting and is initially worth £500,000 for 50 vehicles.

Mr Valentine says TVI's vehicle interior opportunities extend outside the coach and bus sector. The blossoming rail sector is on its hit list and it has a major order for the interiors in the new trains being built for the Chiltern Line. This

partnership

moves the company closer to its total vehicle interior goal because all is to be supplied with the exception of the seats.

There are further opportunities in the maritime field, including possible refit of ferries.

As a consequence of the new attitude to interiors in all sectors, growth across Lydney and Invertec over the last 12 months has been between 25 and 30 per cent. Employment at both plants has increased.

Expected annualised joint turnover for 1997/8 is £15.5 million with the split between Lydney and Invertec in the ratio of 2:1, whereas the division between sectors is: £10 million coach and bus; £2.5 million rail; £1.5 million export; £750,000 marine - and Mr Valentine is confidently talking about being ahead of budget.

Moreover, there's scope for further expansion - mainly overseas and in rail. Consequently, while not confirming that a merger is on the cards, the combined organisation continues its joint plans to prepare for change.

The staffing structure at Lydney has been geared to meet the needs of the company with double its existing turnover. Spearheading the revitalised company is John Rook, who plans to take a strategic brief as chairman once the recently-appointed managing director designate, Peter Anderson, moves into his chair (CBW, 18 September).

Mr Rook's ambition is to offer a complete design package to bodybuilders and each new piece of the jigsaw is a further step along the road to making his goal achievable. Capital investment at Lydney has been increased; a project engineer has been taken on board to introduce robotics; water jet testing is being tested; and research conducted into bonding different materials.

Meanwhile, over at Invertec where staffing has doubled to 84 in less than 24 months, there are plans to boost production capacity by up to 30% with a move to a new 20,000 sq ft factory phased over the next five years.

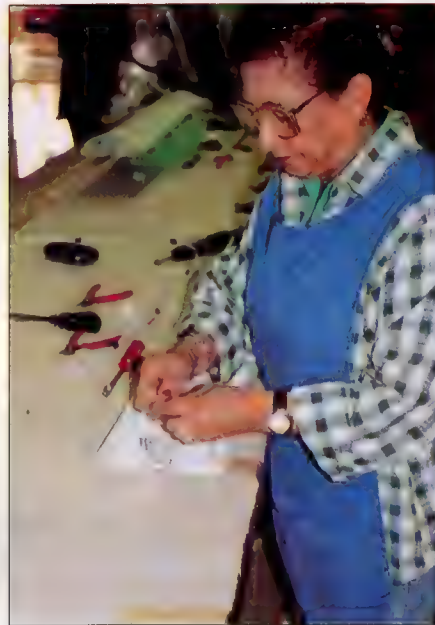
However, one of the company's most prized developments is a further enhancement of its core product, inverters for low-voltage florescent lighting. Developed with the benefit of a £45,000 DTI SMART grant, the new inverter is described by Charles Valentine as "semi-intelligent." It is designed to enhance tube life, is not damaged by tube failure or voltage surge and is offered with a 15-year warranty. The spur for this new compact component was the stringent needs of rail operators and Invertec claims it produces the component for less than its competitors. The good news is that the improved performance is available to the bus market for 'around the same price' as a conventional inverter.

Inverters, by the way, are vital components which have a habit of failing in the unsympathetic environment of an urban bus. For example, London Transport alone replaced 14,000 in the 12 months pre deregulation.

Yet this small part determines whether or not there is light when the driver operates the switch. Its importance cannot be overlooked - just as TVI's crusade to supply coach and bus manufacturers with a complete package cannot be ignored as we approach 'the year of the interior'.



John Rook: spearheading Lydney



Lighting is Invertec's strength



Lydneyform luggage lockers developed for Hong Kong Citybus



Prized contract: Invertec interior lights will be fitted in Scania Omnicality

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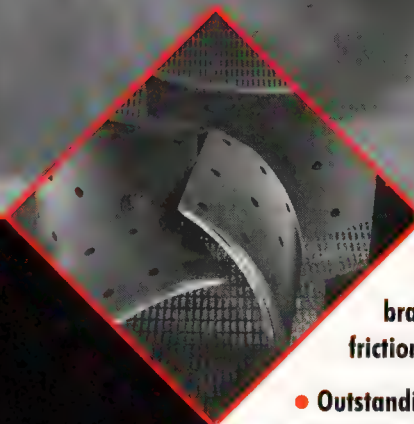
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AEC Regal IV/Metro-Cammell

BUILT TO LAST



London Transport RF: formula would be laughed out of court in the customer-oriented 1990s



Mike Morgan travels back in time to when the floors were high, the steering heavy, the buses built like tanks and drivers needed muscles...

It weighs in at under eight tonnes, carries 39 seated and eight standing, delivers just over eight miles to the gallon from a 126 bhp 9.6-litre diesel engine, has the aerodynamics of a house brick and is accessed by three high steps and a narrow 700 mm door. It's a formula that would be laughed out of court in the access for all, customer-oriented 1990s. Yet it attracted a massive order for 700 from the country's largest bus operator and formed the foundation for a sizeable number of flagship coaches in the fleets of many family-owned coach companies.

Like many of the new vehicles on display in Hall 5 of the NEC last week, it was a product of its age. A vehicle designed to do a job - not without ▶▶▶



RF136 was simply a number in the LT records until 1966 when it attained celebrity status as a pilot for a facelift to bring those used on Green Line

►►► its faults but with one endearing quality - it was built to last.

A modern day equivalent could be the 145 bhp, 6,833 kg, 10.6-metre Dennis Dart SLF. When road tested by this magazine (*CBW*, 27 July 1996) with 39-seat plus 16-standee Plaxton body it returned 9.95 mpg, accelerated to 30 mph in 10.5 secs and recorded 74 dB(A) at 40 mph. Compare this with the subject of this road test: 126 bhp, 7,750 kg; 9.14 metres; 39 seats; 8 mpg; 0-30 mph in 18 secs; 80 dB(A).

These comparisons with a bus built almost 50 years ago started with a throw-away line at the end of a book revue on the Diary page of *CBW* when I offered to respond to the offer of a vintage bus for road test.

Classic Bus Tests, edited by Peter Waller and published by Ian Allan, is a reprint of pioneer coach and bus road tests conducted between 1932 and 1957 by the trade magazine, *Motor Transport*. The test reports have a sepia tinted appeal reinforced by the detailed accounts of a rigorous routine which tested men and machine to the limits.

In style and outcome they provide an interesting contrast with *CBW*'s operator-focused higher mileage tests. So, when the gauntlet was thrown down by a company ideally placed to stage a re-run of a classic test over the fabled *Motor Transport* Southern Test Route, the challenge had to be faced.

BUILD

Solid, dependable and heavy. That's the under-floor-engined AEC Regal IV, which as London Transport's RF type, dominated the single-deck scene in and around the capital for over two decades. The prototype took to the streets almost 50 years ago and the first of a massive order for 700 was ready in time for the Festival of Britain in 1951. The last was delivered two years later and the class ruled until modernisation in the shape of rear-engined high-capacity vehicles spelt the end of the road.

But, such was the reputation of the RF that many found eager buyers on the second-hand mar-

ket despite phenomenal mileage in gruelling conditions.

One such is RF136, first registered MLL 523 in 1952. It was simply a number in the LT records until 1966 when it attained celebrity status as a pilot for a facelift to bring those used on Green Line services into line with contemporary ideas.

Consequently it was treated to twin headlamps, barrel type windscreen on the driver's side, Routemaster type wheel arches, and a livery style to match the new AEC Reliance coaches, threatening to push them off the streets. Inside, the moquette and trim was replaced with that used in the Reliance-type vehicles and the modernisation completed with the fitment of fluorescent lighting.

Thirty years later RF136 retains this 1960s look in a 1950s body. It has now been in the ownership of one-time printer, Jim McNamara, for longer than it ran with LT and, thanks to recertification eight years ago, it works for a living as an active member of the Mitcham-based Nostalgibus fleet which was started by Roy Gould six years ago.

When first built RF136 was one of 225 painted



services into line with contemporary ideas



Thanks to recertification eight years ago, the RF works for a living as an active member of the Mitcham-based Nostalgiabus fleet

The interior was restored using the original pattern of moquette for the 1966 face-lift



A scrap RF is acquired from time to time as a donor vehicle

green for those long-distance limited stop routes that criss-crossed the capital. It had 39 seats, including an extra large single sideways facing seat usually requisitioned by the conductor.

By 1966 one man operation, pioneered on three country area RF-types in 1954, had become the norm. However, most of the class had covered more than a million miles and an article in the trade magazine *Bus and Coach* quoted a remarkable level of reliability. Failures in service averaged one per 70,000 miles (approximate to once a year). Overhauls of mechanical units, carried out on the as-required basis then in use averaged around every 200,000 miles for engines and 300,000 miles for the preselector gearboxes. Fuel consumption averaged 8.2 mpg.

OPERATOR IMPRESSIONS

Today this old stager lives a less stressful existence. But it still has to get up at 0700 hrs to take the kids to school. A quick run round the block takes it to

Nonsuch High School for Girls - yes, there is such a place - and, together with the afternoon run, another 50 miles is put on the clock - sorry, tachograph. Saturday is a day of rest before it ventures out into the countryside for its 186-mile Sunday bus schedule which is part of the Surrey Hills project.

These are not taxing duties but, at the age of 45, it's the bus equivalent of active retirement. Maintenance is cost effective and predictable. A scrap RF is acquired from time to time as a donor vehicle and, according to Mr McNamara, the legend lives on. During the last six years it has broken down no more than once a year. He doesn't need to refer to his maintenance records to reel off the offending faults. The starter failed; a return valve stuck, an air pipe fractured, the differential started to groan, the engine was replaced and a new gearbox fitted.

Routine adjustment to the brakes every four weeks retains stopping power between biennial relines. And it uses around six pints of oil a week through leakage.

Bodywork deterioration has been minimal as discovered last year when a car ran into the back of the

Metro-Cammell steel-framed Aluminium clad structure.

The interior was restored using the original pattern of moquette as used during the 1966 face-lift but the seat cushions received new foam, providing an agreeable level of comfort to match the excellent ride quality from the high-deflection leaf springs. And, of course, the legendary easy-change pre-selector gearbox keeps the ride jerk free while there's a high-quality stereo system to disguise the RF's antiquity from its youthful passengers. There can't be many buses of this age which are quiet enough to make a radio worthwhile. However, the RF is no ordinary bus. "Built to last," is Mr McNamara's verdict.

DRIVER IMPRESSIONS

This conclusion is reinforced when you sit in the upright and deeply upholstered driver's seat where everything appears to be indestructible. No soft surfaces or padded edges here - it's all ▶▶▶

NOSTALGIA ROAD TEST

►►► heavy metal in the cab and nowhere more so than the steering wheel itself.

If you've ever wondered why aerobics, city centre gymnasiums and health clinics are a modern phenomena, I now have the answer, having enjoyed a day at work in the cab of an RF with uncharacteristically heavy steering... We have it too soft.

I've driven many vehicles which have tested biceps and strengthened calf muscles as part of the daily routine. However, that was before the days of finger-light steering, spring-release handbrakes, air suspension and touch-button automatics. It's difficult to believe that power steering was at first scorned by seasoned drivers. Then it became essential otherwise they refused to take the bus out. Likewise the joy of crash gearboxes couldn't compare with the temperamental semi-automatic. Now, of course, every bus has seamless automatics and air suspension is the norm. It's an easy life.

Yet there's unequalled satisfaction when putting the RF through its paces.

Motor Transport said the brakes on the Regal IV chassis were effective on the descent to the Brighton Road crossing in Purley. It said heavy traffic on the Eastbourne Road and at Caterham required frequent gear changes, proving how ideal is the pre-selector type of transmission under adverse road conditions. Indeed, the accolades were flowing as they described it as "the sweetest drive one could wish for on a heavy vehicle. Jerkiness seemed impossible," the caveat being that the right sequence of operation should be followed.

It praised the "easy handling steering" as tested on the hairpin turn on to Caterham bypass and at full speed back toward Warlingham. Perhaps the road layout has changed but the hairpin now needs the full work-out of a three point turn and, though good, stability at the heavily-governed 45 mph does not compare favourably with modern chassis.

PERFORMANCE

Throughout the rest of the test across Worms Heath, down Titsey Hill, across from Limpsfield to Westerham and return past Biggin Hill to the start at Croydon, the performance of this remarkable survivor was identical to that original examination on 27 September 1952. In particular hill climbing

and acceleration figures were uncannily similar and separated only by the inevitable consequences of a coach rear axle ratio on the original test which resulted in 51 mph top speed and lower gears used on the hills.

One further difference is the recorded fuel economy. Unlike *Motor Transport's* measured consumption over a 14-mile stretch, CBW prefers whole-test results at the end of carefully planned mixed driving, believing that this is more realistic. You can judge for yourself which is best. MT recorded 11.8 mpg, CBW 8 mpg and London Transport averaged 8.2 mpg across its entire fleet of 700 vehicles.

VERDICT

The true measure of this AEC is its record and MT was right in its assessment that this was a bus which combined ease of driving with levels of ride and noise refinement that put it ahead of the competition at that time.

However, those test pioneers could not predict its longevity, nor could they explain why, apart from London, there were no other large orders before production ceased in 1954.

Perhaps PSV historians can postulate a theory which relates the politics of vehicle acquisition to the evolution of lighter, cheaper, more fuel-efficient vehicles. Ironically, half a century later, the debate still hasn't been resolved, with the heavyweight lobby pointing to greater durability and lower wholelife costs while the lightweight supporters quote savings on the purchase price and better fuel economy.

In truth it's a question of horses for courses. That the Regal IV is a very durable machine is not a matter for dispute. Yet it needed the might of London Transport to resolve early problems of excessive brake wear, suspension rattle, and stiff steering after overhaul. In retrospect these are temporary irritations but, at the time, they threatened to tarnish its reputation in the marketplace.

While even present day manufacturers may reluctantly confess that there isn't such a thing as a perfect bus, this 45-year-old RF is remarkable testimony to a design that really has stood the test of time.

SPECIFICATION

CHASSIS:	1952 AEC Regal IV 9821LT
BODY:	Metro Cammell Weyman 39 seat
PRICE:	£6,000 depending on condition
ENGINE:	AEC six cylinder
POWER:	125 bhp @ 1,800 rpm
CAPACITY:	9.6 litre
GEARBOX:	Wilson four-speed pre-select
STEERING:	AEC two-start worm and nut
BRAKES:	single circuit air system drums front and rear handbrake - ratchet type
SUSPENSION:	leaf springs with stabiliser front and rear
FRONT AXLE:	AEC rigid beam
REAR AXLE:	AEC - ratio 5.166:1
TYRES:	10.00x20

DIMENSIONS

Length:	9.14 metres
Width:	2.286 metres
Wheelbase:	4.978 metres
Unladen weight:	7,750 kg
GVW:	11,000 kg

PERFORMANCE

Test consumption:	CBW re-run of 1952 <i>Motor Transport</i> test - 8 mpg <i>Motor Transport</i> test 27 September 1952 - 11.8 mpg LT average in service - 8.2 mpg
Acceleration:	0-30 mph - 18 secs 0-50 mph - 38 secs
Noise levels at 45 mph:	front - 80 dB(A) middle - 80 dB(A) rear - 80 dB(A)



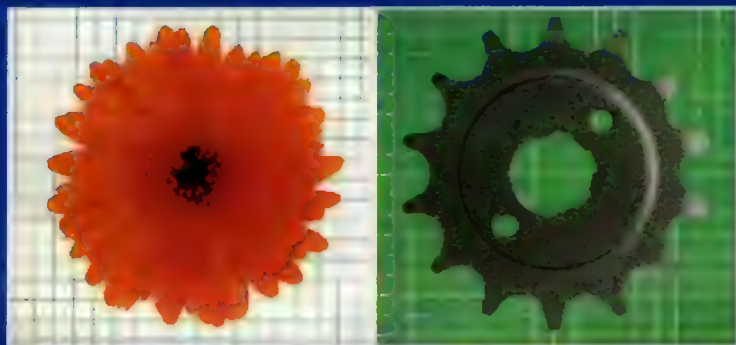
That the Regal IV is a very durable machine is not a matter for dispute



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Contribution to a Quality Partnership

OPTARE

THREE weeks into their operation, Optare Excels like this one have attracted between 2% and 3% additional loadings, says Ipswich Buses.

The seven, 38-seater lowfloor buses all serve two cross-town routes - services 8 and 13 - carrying shoppers and others who appreciate the accessibility. The integral vehicles have an easy-clean interior with Richards & Shaw Tempo seating, anti-slip flooring and the standard kneeling suspension.

They are the operator's contribution to a Quality Partnership with the local council, which will be installing flush kerb heights, further bus priority, shelters and timetabling improvements which, Mr Robson says, will further

boost ridership.

But despite the two-inch 'step' between kerb and bus, Ipswich Buses has already attracted regular wheelchair passengers who have praised the user-friendliness of the buses.

The Suffolk operator is a regular customer for Optare, already owning 28 Optare vehicles including 15 MetroRiders, five Deltas and a Sigma. It is so pleased with the performance of the Excels, that it is about to buy two more. "We've had no problems with these vehicles. Indeed, we don't have any spares, and haven't needed any," said Mr Robson.

"Though we are a keen Optare customer, we tested four manufacturers' lowfloors before deciding the Excels were what we wanted."



Leeds City Link Olympians set for busy time

ALEXANDER

FIRSTBUS subsidiary Leeds City Link has put the first of 16 new Olympians into service on its busiest cross-city routes.

The buses will be run on ultra-low sulphur diesel, improving the emissions of their Euro 2 engines significantly. And the standard FirstBus interior layout and colours are expected to further build loadings.

"On some of our busiest routes, we need the carrying capacity which only a double decker can provide," said md Steve Graham. "These new vehicles mark a significant advance over previous generations of buses, offering our customers a high standard of comfort in an attractive environment."

The Alexander Royale bodies are fitted with 72 Scanflex seats. Tinted glazing, high-visibility handrails and

colourful fabrics help improve the interior 'feel' of the buses.

The buses are part of an order for 144 Royales being delivered to FirstBus companies in the next 12 months.

In Leeds, Alexander has supplied the adapted Strider buses used on the guided busway.

Pictured are (l-r) are: Alexander's Clive Hodgson; Thompson Baxter of Volvo; Leeds City Link md Steve Graham; and John Carr of Metro.

Irizar has

SCANIA

THIS Scania Irizar InterCentury has all the style and sophistication Steels of Addingham wanted for its front-line work. The Yorkshire operator bought the coach for its UK work, opting to have 57 seats instead of a toilet, but with the current favourite 'extra' - actually standard fitment on Irizar - full air conditioning. So far,





air-con as standard

the gambit is paying off.

"It's extremely impressive," said proprietor Tim Steel. "I think the InterCentury leads the field for design. A lot of thought has gone into the equipment."

"Comfort Shift is brilliant, though I think a novice driver needs some training before using it. The customer reaction has been that the coach gives a very smooth ride."

Mr Steel runs around 10 vehicles, including a minibus and two or three midicoaches for smaller groups. Two full-sized coaches service local private hire, and two full executives are retained for Steels' tour and excursion work.

Steels, started by Tim Steels' father, is fast approaching its 50th anniversary, serving the community around the Ilkley area.



IN BRIEF



London Central: 50 Palatines

A TOTAL of 50 of these Northern Counties Palatines are going into the fleet of Go-Ahead subsidiary London Central for City and south London routes. The two-door double deckers have Olympian chassis and 74 seats.



Nottingham buys MetroRiders

NOTTINGHAM City Transport has bought eight Optare MetroRider 4s, which will take the company's total of the type to 33. The 31 seaters will be allocated to new routes serving the city hospital.



Timeline lowfloor king in NW

LEIGH based Timeline Travel has taken nine Optare Excels, giving it the strongest lowfloor presence in the North West. Out of a total fleet strength of 88 buses, 16 are now lowfloors and 15 of these operate out of Bolton depot.



Don is taking brake training directly to fleets with tailored on-site courses

On-site training for operators

BBA FRICTION'S brake specialist Don is offering on-site training direct to operators premises.

Courses are specifically tailored to any area of brake technology. Disc brakes developments, use of asbestos-free linings, preparing brakes for MoT, preventing brake noise and reducing brake wear can all be taught by Don's experts.

"It is this area where I see the greatest ben-

efits for fleets," said marketing manager Alistair Hill. "By taking courses to a specific operator we can tailor course content and the technical level to meet staff requirements, and ensure it is timed to fit within operation schedules." The courses will be supported by the latest computer and audio-visual aids, techniques and background notes.

■ To find out more, contact Alistair Hill, on 0161 205 2371.

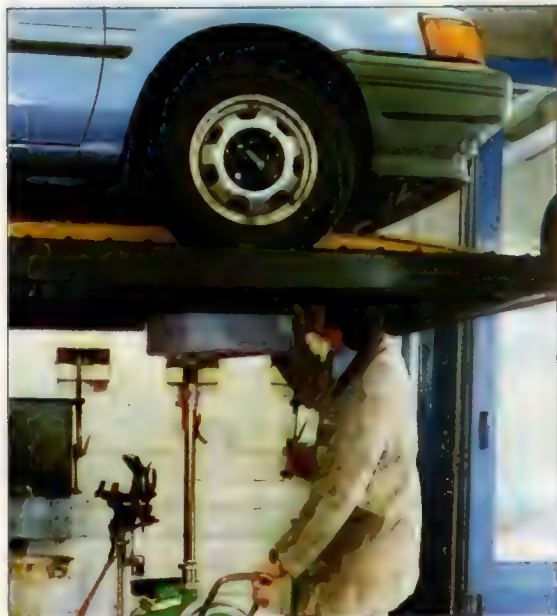
Sump oil 'wheelie bin'

PERMEX'S 'wheelie bin' for sump oil could be a real asset in any lift-equipped workshop. The RL42065 model can hold up to 65 litres of oil, drained via a 13-litre bowl on a height-adjustable column.

The bowl has special drainage rack for oil filters, and the reservoir its own level gauge and instant shut-off ball valve in the central

column. A small tool tray is built into the unit so the sump plug doesn't go missing. When it's time to drain the unit, it is connected via a bottom hose to the storage tank, and an air line connected to empty the reservoir quickly and completely.

■ Full details and price from Permex, of Hoddeston, Herts, on 01992 451494.



New pneumatic oil drainer for small garage/workshops

Consultants commissioned A strategy for S Rotherham

By Mark Williams

TRANSPORT consultancy Oscar Faber has been commissioned to help develop a transport strategy for South Rotherham.

The St Albans-based company is to set out recommendations for a 10-year plan, with the aim of its transport strategy aiding South Rotherham Rural Development Area - a community regeneration and job creation scheme.

The study has been instigated by South Yorkshire PTE, the Rural Development Commission and Rotherham Metropolitan Borough Council. They

recognise that the region has suffered from the decline of key industries, poor internal links, social and economic deprivation, limited jobs and relatively poor educational and skill attainments.

But development and investment will be dependent on sustainable and affordable transport strategies. Oscar Faber is determined to provide an attractive alternative to car transport which will enable travel to work.

The plan is likely to include bus corridors, job-a-ride and park-and-ride, with an examination of post buses and community transport schemes.



Roadlink range of components includes shackle pins and bushes, and ball joints

PSV steering and suspension parts

ROADLINK has launched a range of coach and bus steering and suspension components, to add to its existing range of brake and chassis parts. The spares are, according to Roadlink, manufactured by OE compa-

nies, and include shackle pins and bushes, king pins, ball joints, anti-roll bush kits, and more.

■ A catalogue of parts is available from Roadlink, on 01902 606210.

NCT claims 4% savings in fuel costs

A FUEL ADDITIVE is being claimed by Nottingham City Transport to save up to 4% on fuel costs... and is now in every bus's tank.

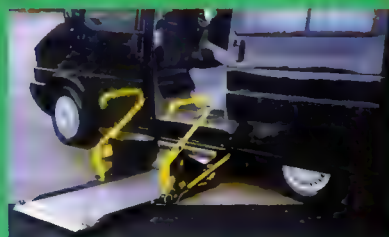
Triple-E, marketed by Tetrosyl, has also been on trial at Mainline, where engineering director Bernard Keene estimates fuel savings

of up to 5%: "Everything Triple-E claimed has been confirmed through our ongoing appraisals," he said.

Go-Ahead North East has been running its fleet on Triple-E for several years, and Mainline its fleet of 800 vehicles for a year.

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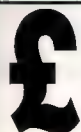
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First to see will buy

0468 441311

or

0467 784390

66933/CM

SCANIA K112 PLAXTON 3500

1989 F REG

Fully fitted with seat belts, demountable toilet, full draw curtains, 49/55 seats, MoT till November 1997, 1 owner from new, good condition

0181 366 4337

66882/CM

LEYLAND LEOPARDS SEMI AUTO, POWER STEERING

Willowbrook rebody 10M, 43 seats, MoT 3/98 £5,750
Alexander P reg, 53 seats, MoT 8/98 £2,900
Willowbrook S reg, 53 seats, MoT 8/98 £2,750

2 x Willowbrook 003 V reg, 49 seats, MoT 4/98/6/98 £2,250 each
Duple Dom II, V reg, 53 seats, MoT 10/98 £3,500
2 x Alexander Manual, 53 seats MoT 5/98/6/98 £1,500-£1,900 each

TYRES AND VAT EXTRA

Davies Bros, Pencader
01559 384 821

71637/CM

1982 FORD DUPLÉ DOMINANT 4, 53 seats, tinted windows, armrest, headrest covers, carpet £4,995 ono

1978 VOLVO B58 CAETANO, 53 seats, curtains, carpets, seatbelts, radio cassette, microphone address system, MoT and tax £7,500 ono

Telephone:
0151 548 1073

66982/CM

FOR SALE DUE NEW VEHICLES

1985 LEYLAND ROYAL TIGER DOYAN, 53 recliners, fully belted + courier, auto/semi auto, long M.O.T., radio cassette, PA £19,500 + VAT
1983 MERCEDES 0303 JONCKHEERE BERMUDA, 49 recliners, toilet, waterboiler, radio/p.a., wired for T.V., video, M.O.T. till November '97 but will retest if wanted OFFERS
1980 VOLVO B58 CAETANO ALPHA, 53 seats, part retrimmed, radio cassette, new M.O.T., resprayed white, excellent runner, first to see will buy £8,000 + VAT

PHONE 0181 472 5954

PLEASE PHONE BEFORE
VIEWING AS VEHICLES
STILL IN DAILY USE.

66894/CM

1990 (G) PLAXTON PARAMOUNT 3500 VOLVO B10M, 53 seats and courier seat. MoT till January, '98. £70,500 + VAT

1990 (G) VAN HOOL Alizee Daf SB2300. 51 seats. Centre sunken toilet, TV/video. Suttrak air conditioning. MoT till March, '98 £72,500 + VAT

1990 (H) CAETANO ALGARVE VOLVO B10M, 53 seats and courier seat. Suttrak air conditioning. MoT till September, '98 £71,000 + VAT

1989 (G) LEYLAND DAF 400, diesel, 16 seats. Factory conversion, MoT till August, '98 £2,150 + VAT

1991 (J) LEYLAND DAF 200. Diesel, 12 seats. MoT till April, '98 £2,650 + VAT

TEL: 0181 808 2000/6446

71616/CM

1985 BOVA FUTURA

very good condition, 53 seater, excellent for year

£35,000 ono (no VAT).

1984 LEYLAND TIGER

Plaxton Paramount 3500, 49 seater + toilet

£27,000 ono (no VAT).

Both can be sold with 12 months MOT.

Tel: 003531 451 3795

66886/CM

1987 DAF MB2300 PLAXTON 3200

52 seats plus toilet and drinks machine, MoT February 1998
£32,000 ono

1988 DAF DHTD PLAXTON 3200 LOWDRIVER

53 recliners, radio cassette, PA, a classy motor, MoT August 1998
£42,000

DAVID OGDEN COACHES
TEL: (01744) 851118

66984/CM

SCANIA K93, Plaxton 3200

1990 (H)

Fully fitted with seatbelts, radio/cassette/PA, full draw curtains, 53 seats plus courier, MoT to May, tax to July, one owner from new, good condition.

NEEDS TO BE SEEN

£60,000 ono

Quick Sale Required

Tel: 0181 531 7854

72715/CM

NEOPLAN SKYLINER 1991

Mercedes V8 twin turbo, Voith retarder, double glazed, owned by us from new, low mileage.

Excellent condition
£159,000 + VAT

"Also 91 available"

EBDONS COACHES LTD

0181 300 7606 or

0181 302 2908

66897/CM

Bedford Plaxton Coach
17 seater + 4 w/chairs, 1987, PSV 330
Turbo Diesel, **£6,950.00**

Renault/Dodge 39 Seater
Perkins Diesel - Full PSV Test
Excellent throughout, **£4,700.00**

Iveco 49-10 16 seater
or 2 + 7 w/chairs, 1989, full PSV Test -
very clean **£4,500.00**

Leyland Daf 1988
High top - wheelchair access - Petrol
£750.00

Leyland Daf - Robinhood body
8 seater + w/chair lift, 1987, long MoT
- very clean, **£1,750.00**

All vehicles + VAT

Tel: 01282 779898

72705/CM

2 x 1978 A.E.C. 760

Reliance Plaxton Supreme

1 x 53 seat

no test but mechanically sound
£1,000

1 x 49 seat

tested to November

£1,500

Telephone

01332 205400

or 556846

72706/CM

MAKE	BODY	REG DATE	COF	SEATS	W/CHAIR	PRICE
Merc 609	Reeve Burgess	1.3.88	Nov 98	23	N/A	£12,500
Merc 609	Advance	22.8.88	July 98	20	N/A	£12,950
Leyland	Reeve Burgess	1.9.86	Aug 98	30	12 w/c	£6,500
Leyland	Wadham Stringer	1.2.87	April 98	24	8 w/c	£4,500
Renault 908	Reeve Burgess	1.7.88	April 98	23	8 w/c	£4,500

ALL OF THE ABOVE ARE IN VERY GOOD CONDITION AND MOST HAVE BEEN OWNED FROM NEW

PATTERSONS COACHES

0121-471 2000

(West Midlands)

66878/CM

B58 VOLVO 1981 DUPLÉ DOMINANT III

Air over leaf, 83 seats,
tested till February 1998

£9,000 ono + VAT

Tel:

01946 861940

66987/CM

1976 AC 760

55 seats, engine rebuilt
last two years,
seatbelted, MoT 'til
August '98, taxed June '98

£3,500 ono+VAT

Call Ray on

0860 638 039

72703/CM

G & M COACHWORK DEVON.

NEW & USED MINI BUSES

NEW MB410 SPRINTER. 16 seater luxury mini coach with large rear boot. Algarve M2 seating. Webasto saloon heater, luggage racks, vents & stereo. Available Dec. 97.£P.O.A.

LEYLAND DAF 400 TURBO DIESEL. '94 M'. Power steering. New G & M Coachwork, luxury conversion. Low front entrance steps, high roof, wide centre aisle, coach style seating, full belts, luggage racks, heater, stereo, tinted glass & side skirts. New COIF & MoT.£15,000 + VAT

LEYLAND DAF 400 TURBO DIESEL. '92 K'. High roof. New G & M Coachwork, luxury conversion. Low front entrance, coach rear end, off side exit door (suitable for towing luggage trailer). Coach style seating, full belts, luggage racks, heater, stereo, tinted glass & side skirts.

New COIF & MoT.£12,500 + VAT
IVECO 49:10 COACHBUILT. '88 E'. 20 seat or 16 seat + 2 wheelchairs. Power door, Henderson Hide-away lift, recent new interior trim, seats and belts, Eberspacher heater. Resprayed and new MoT. Excellent condition.£8,200 + VAT

FIAT DUCATO DIESEL. '90 G'. High roof, 12 seat + luggage. PSV. Front entrance, high back coach style seating, new seat belts. Resprayed, very tidy.£5,500 + VAT

LEYLAND DAF 400 DIESEL. '91 H'. 16 seat PSV. Electric power entrance door, full soft trim, high back seats with belts, luggage racks, heater. Re-sprayed.£7,200 + VAT

RENAULT DODGE S56. '88 F'. Wadham Stringer body, 47,000km from new. 16 seat + 2 wheelchair. Power door, soft trim interior, seat belts. Ratcliff lift. Re-sprayed. New PSV test.£6,950 + VAT

G & M COACHWORK, DEVON

66996/CM Tel: 01626 853050

1982 LEYLAND DOUBLE DECK 680

with semi auto and East Lancs single entrance, 75 seats with test and tyres

£5,000 immediate.

1981 BRISTOL VR

lowbridge, gardner, tested

£6000 immediate.

TEL: BLYTHSWOOD MOTORS

Glasgow on 0141 2213165 or

0141 639 6107 evenings

66999/CM

MOORDALE COACHES

Offer for sale the following
desirable coaches

1989 LEYLAND TIGER (CUMMINS)

PLAXTON PARAMOUNT 3500

Specification: 49 recliners, toilet, wired for video, radio cass/PA, boiler, immaculate cond.

Only £42,950

1988 DAF BOVA FUTURA FHD

Specification: 49/53 recliners, demountable toilet, wired for video, radio/cassette/PA, boiler

Only £44,950

For further information contact

Neil Herbert

0191 296 0808

72762/CM

Williamsons Holidays

1994 (M) DENNIS JAVELIN
PLAXTON PREMIER 320. 57 seats
with belts£89,500+VAT
1989 (F) LEYLAND TIGER 260
DUPLÉ 320. 53/61 seats with belts...

£35,000+VAT

1989 (G) LAG PANORAMIC. 49/53
reclining seats, D/G. air cond,
Webasto, w/c, hot and cold drinks,
bunk, alloy wheels.....£59,500+VAT
1980 (PP) VOLVO B58 (12mtr)
PLAXTON SUPREME IV. 53 seats,
tinted glass, Bristol dome, p/door,
courier seat.....£9,500+VAT

Telephone (01691) 682232

72731/CM

MERCEDES

Choice of 5

MERC 609,
COACH SPEC

20-24 seats, all tested, some
require painting, excellent runners

£6000 + VAT each

Tel: Blythswood
Motors

0141 221 3165 or

0141 639 6107 eves

66998/CM

2 SCANIA K112 67-71 SEATERS

1987, private plates.

Completely re-panelled
and sprayed. New engine
and re-trimmed. Full
executive with a full test.

PRICE IRO £52,000 EACH OR

£95,000 FOR THE TWO

PART EXCHANGE CONSIDERED

TEL: 01740 651500

72658/CM

1990 IVECO 4910 Carlyle 25-seater
service bus. MoT 21/09/98 £7,250 + VAT

1989 MERCEDES 609D dual purpose,
24 high back seats with belts. MoT
24/02/98 £12,500 + VAT

1987 MERCEDES 609D service bus. 20-
seater. MoT 21/08/98 £8,500 + VAT

1984 MERCEDES 608D service bus.
18 high back seats. Choice of two.
MoT's 01/09/98 and 26/11/97.
One with Diptac features

£3,000 + VAT each

For further information contact

Roger Smith

on 01628 629936

72730/CM

1993 K REG FORD TRANSIT

14 seater, 11 months MoT, fully
seat belted. Plenty of tax, very
clean and reliable.

£8950 + VAT ono

35 SEATER BRISTOL

Unlettered, all white, very
reliable, 11 months MoT,
6 months tax.

£3700 + VAT ono

Tel: 01977 604117

72729/CM

1977 BEDFORD DUPLÉ
DOMINANT 1, 53 seats, tested
until 15/4/98£2,500

1973 BRISTOL RE SERVICE
BUS, 50 seats, 12 months ticket
.....£2,500

D REG SHERPA 16 SEATER
MINIBUS, engine rebuilt,
tested 21/4/98£1,900

All vehicles in daily
use

Tel: 01286 672333

(Silver Star Coaches)

72735/CM

SCANIA K112 PLAXTON 3500

1989 F REG

Fully fitted with seat belts,
demountable toilet, full draw
curtains, 49/55 seats, MoT
till November 1997, 1 owner
from new, good condition

0181 366 4337

Mobile: 0958 575154

66882/CM

1982 LEYLAND TIGER

Viewmaster GT

50 recliners, taxed Feb '98,
tested June '98.

Very good condition

£13,000 ono

Phone 01244 531187

72657/CM

VOLVO B10M JONCKHEERE P599,
1983 reg, 50 seater, rear sunken toilet,
wired for TV/video, tested February 1997
.....£26,500

LEYLAND LEOPARD, Willowbrook body,
1/5/82 reg, 49 seater and standees, tested
to April 1998 (ideal schools etc)
.....£2,500 + VAT

LEYLAND LEOPARD PLAXTON VIEW-
MASTER, 12/8/77 reg, 53 seater, Express
doors, tested to February 1998 S/A (ideal
schools)£2,750

LEYLAND LEOPARD PLAXTON
SUPREME, 76 reg, 49 seater, p/door,
tested February 98 S/A, straight coach for
year£3,000

1983 MB 200 DAF. PLAXTON 3500
BODYWORK, 53 re-trimmed seats, toilet,
TV/video, etc. MoT till Feb. 18th, 98.
Bodywork tatty, cheap to clear£16,000

1985 SCANIA 3500, 49 seater, toilet,
wiring for video etc.£29,500

MAN REEVE BURGESS, 28 seater,
p/door, 6/12/83 reg, tested March 1998,
cheap to clear£4,500

1986 608D MERCEDES, 20 seater plus
standees, p/door, (ideal schools) 12
months MoT.£2,300

1985 SCANIA PLAXTON PARAMOUNT,
arriving this week. Phone for details

Breaking Leyland Leopard Duplé Dominant 2

Stock changing daily phone with your requirements

FINANCE ARRANGED SUBJECT TO STATUS

All Vehicles ono + VAT

Telephone: 0161 231 7777

0161 476 4558 (eve)

0421 612075

72734/CM

1994 RENAULT MASTER.

M reg, luxury 16 seater, under-
floor luggage, MoT Aug '98
.....£14,000 + VAT

1990 RENAULT MASTER
.....£5,500 + VAT

1986 MERCEDES 307, 12
seater, 12 months MoT
.....£3,500

Tel: 01502 711611

72659/CM

1994 VAN HOOL T815 MAN, 49
recliners, courier seat, wc, d/glaz-
ing, Webasto, retarder, radio, PA,
cassette, wired for video, MoT
Feb/March 1998, choice of 2
£110,000 ovno

1991 DAF BOVA FUTURA, 49/53
recliners, courier seat, wc, d/glaz-
ing, Webasto, radio, PA, cassette,
wired for video, MoT March 1998 .
£80,000 ovno

TEL: WHYTE'S COACH
TOURS, ABERDEEN
on 01651 862211

72732/CM

MINICOACH

1988

FREIGHT ROVER

16 seater, high roof, luxury
Minicoach. Good
condition inside and out.

Low mileage.

Tested April, '98.

£2,700 + VAT

Tel: 01457 852651

72724/CM

Volvo B10M Duplé Goadliner

1982, 53 seater, rear toilet, courier
seat, power door, twin tanks,
continental door, ZF box,
repanelled and retrimmed four
years ago, test June 98
£15,500 + VAT

Talbot 2.5 Diesel

Triaxle, 1987, 20 + 8 standees,
test April 98

£3,250 ono + VAT

01706 368999 (home),

01706 647774 (office)

72733/CM

MINIBUSES

Reg No	Year	Model	Price
J656 OPF	91	MERCEDES 308 (diesel), hi roof, fitted side entrance	
		Auto, 77,000 miles only, 9 seats, Ratcliffe wheelchair lift	£7,950
N41 TAX	96	LDV 12 seat minibus, 1.9 Peugeot diesel, white PAS, r/cassette	
		full 3 point seatbelts, 16,000 only, cost £15,000, bargain	
		Direct MOD	£8,995
N42 TAX	96	LDV 12 seat minibus, 1.9 Peugeot diesel, blue, PAS, r/cassette	
		only 33,000 miles, full highback seats with three point belts	
		one owner, direct MOD	£8,495
K170 YPK	93	LDV 8 seat minibus, 2.0 Perkins diesel, belts, fitted, one	
		owner, only 37,000 miles, red cloth trim	£4,995
G775 XHY	90	FORD TRANSIT 15 seat, 2.5 diesel bus, PAS (very rare), lap	
		belts, nice condition for year, good value	£4,750
K	93	RENAULT ESPACE RXE, 8 seater, top of the range, PAS,	
		metallic blue	£8,950

ALL PRICES PLUS VAT @ 17.5%

TEL: 01656 660160

72656/CM



Tel: 01733 467147

Fax: 01733 467154

Classified

SCANIA BUS AND COACH UK LIMITED



84 SCANIA K112CRB JONCKHEERE P50

GS772 gearbox, 51R+C, video/monitor, radio/PA/cassette, drivers bunk, drinks machine, continental door, full seat belts, refrigerator and centre sunken toilet.



91 SCANIA K113CRB VAN HOOL ALIZEE DH

GS772 gearbox, 51/55R+C, retarder, video/monitor, radio/PA/cassette, drivers bunk, centre sunken toilet and continental door.



92 MERCEDES 0303 JONCKHEERE DEAUVILLE

ZF gearbox, 55R+C, video/monitor, radio/PA/cassette and full seat belts.



86 DAF LAG PANORAMIC

ZF gearbox, 49R+C, radio/PA/cassette, drivers bunk, drinks machine, refrigerator and centre sunken toilet.



89 DAF LAG PANORAMIC

ZF gearbox, 49R+C, radio/PA/cassette, video/monitor, drivers bunk, drinks machine, refrigerator, centre sunken toilet and continental door.



93 SCANIA K93CRB PLAXTON 3200

GS772 gearbox, 57 seats and radio/PA/cassette



88 SCANIA K92CRB VAN HOOL ALIZEE

GR801 comfort shift gearbox, 55R+C, radio/PA/cassette, carpet and curtains

CONTACT NUMBERS

NORTH
Bob Rossiter 0589 444736
WEST MIDLANDS & WALES
Bob Nevitt 0585 594614
EASTERN REGION
Steve Lambert 0410 055711
SOUTH WEST & SOUTH WALES
Martin West 0589 444738
SOUTH & SOUTH EAST
Andrew Hamilton 0589 444737

OFFICE CONTACT

James Sloan 01909 500822

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FAX: 01909 500165



AEC



1974 AEC 505 PLAXTON ELITE EXPRESS III

45 seater. Unbelievable original condition, unmarked panels and trim etc. One previous owner 17 years. Low mileage from new. MoT May '98.

£7,000

Including lots of new spares.

Tel: Jim Stones
01925 766465

66831/AEC

BEDFORD

BEDFORD YNT 500 TURBO PLAXTON SUPREME V

Unique vehicle, extremely low mileage, never used as PSV, new CIF, MoT to 25.9.98, fully carpeted, curtains, 47 semi-recliners, tinted windows, pa/radio cassette, side lockers, unlettered, new engine fitted by Vauxhall Motors just run in. Full service and mileage history for last 7 years.

£16,000 + VAT ono
01278 760480

66948/BE

BOVA

BOVAS. OUR LAST THREE BOVAS FOR SALE, 1983 x 2, MoT May & Aug 1998, £17,000 each + VAT ono. 1981 x 1, MoT Feb 1998, £15,000 + VAT ono, Telephone: (01494) 864346 (Bucks).

72710/BOV

DAF

BOVA FUTURA 85, 49 seats, courier, TV/video, coffee machine, toilet, double glazed, tinted windows, P/P, good condition throughout, £31,000 + VAT or part exchange BTM 01277 372693

66900/BO

BREAKING BOVA EUROPA, 1983, complete except engine and gearbox. Tel: 01873 855832, Mobile: 0973 218127.

71573/BO

BREAKING 1988 DAF SB2300 Duplex 340 body, all parts available. Tel: 01873 855832; Mobile: 0973 218127.

71574/DAF

BREAKING MB200 engine, gearbox and axles. Tel: 01873 855832, mobile 0973 218127.

71592/DAF

DAF

1985 VOLVO B10M (P/P) PLAXTON PARAMOUNT 3500

49 seater exec. with toilet / video / radio PA system. Aircraft lockers / Telma retarder, air conditioning. Reconditioned engine and new stretch panels.

£37,500

1991 MERCEDES 814D (H Reg) PMT AMI

30 seater with optional toilet and tables.

£29,500

Tel: 01675 475999

72723/DAF

1996 P reg DAF SB3000

49 seater executive, as new condition

£117,500 ono

Venture Travel
01222 471614/5
P/X considered

71549/DAF

1988 DAF SB2305 VANHOOL

51 retrimmed seats, hot drinks, fridge, toilet, owner driven, tour work past five years

£54,000 + VAT ono
01253 349731

72713/DAF

FORD

FORD 53-SEATER COACH, white, blue/orange flash, 'V' registration. Offers in the region of £3,500. Tel: 01493 720542.

66893/FO

1986 FORD PLAXTON 3200 BODY. All parts available. Tel: 01873 855832, Mobile: 0973 218127.

72754/FO

FORD TOURNEO 8+ driver, also new Transit taxibus, 8/1 wheelchair, also VW diesel taxibus in stock plus double door VW taxibus, 7 days. Also Hi top Transit 16, stock, PLUS latest semi high roof transit, semi lux, face forward, 14 days, p/x welcome. Tel Blythswood Motors 0141 221 3165 or 0141 639 6107 eves. 72651/FO

DOUBLE DECKER

DAF SBR 3000 PLAXTON 4000, 1988, 74 seats, video, toilet, coffee machine, brown trim, blue/silver exterior, seat belts, MoT Sept 98. **£62,500**

NAPOLEON SKYLINER, 1986 re-engine with a Volvo-Auto, 76 seats, full retire mauve Graffiti, blue/silver exterior, MoT April 98

£55,500

Contact:

Tony Turner
Bristol 0117 9559086

66949/DD

DENNIS



Available now for sale, choice of 11 Wadham Stringer Vanguard II Dennis Javelins - ex MOD Hong Kong

Year 1993 (K registration), right hand drive - UK specification, Cummins engine - 6CT 8.3, 157KW, ZF 6 speed manual gearbox, ABS brakes, exhaust brake, air suspension, autolube, Eberspacher saloon heater, air conditioning, speed limiter, tachograph, heated windcreens and drivers window, luggage racks and curtains, rear and side luggage lockers, mileage - between 30,000 to 50,000 miles, maintained by Dennis (service records available), fitted with 40 dual purpose seats, tilt tested for 48 seats and 22 standees, newly painted - 2 pack white

From **£44,000**
Tel: **Jim Stones 01925 76 64 65**

72719/DE

LEYLAND

↗ Southern Vectis (Isle of Wight)

1x1986 LEYLAND TIGER PLAXTON 3200 Coach. White, 53 reclining seats, arm/footrests, courier seat, radio, PA system, taxed and MoT'd **£24,500+tyres+VAT**

2x1984 LEYLAND TIGER PLAXTON 3200 Coaches. White, 51 fixed seats and belts, arm/footrests, radio/PA system, taxed and MoT'd **£19,500+tyres+VAT**

1x1983 LEYLAND TIGER PLAXTON 3200 Coach. White, 51 fixed seats and belts, arm/footrests, radio/PA system, taxed and MoT'd **£18,500+tyres+VAT**

Contact **Chris Squibb, Engineering Manager,**
01983 522456

72721/LE

E REG FREIGHT ROVER 16 SEATER FACTORY MINIBUS, diesel, PSV plate to Dec 97 + taxed, seat belts, good starter, very clean and vgc, **£2,500. 01942 522322.**

66935/LE

PRIVATE PLATE LEOPARD / PLAXTON SUPREME, 57 seats, MoT 25/11/98, taxed, used daily, door gear, but no belts. Clean. Tel: **01473 822277.** Others available.

72759/LE



**COACH
INDUSTRY
AWARDS**

**1995
1996
1997**

Volvo. Coach of the Year
for the third consecutive year.

B10M

MERCEDES

M reg 1995 MERCEDES 609D

24 seat minibus, 1 owner, FSH, any inspection invited, 24 seater, with belts, large boot, **£9,500 + VAT.** Can part ex for 53 seater Volvo B10M. Tel: **01908 608219 or 0956 525173.**

£28,000 each

Contact: **Peter Smith on:**
0370-332-655

72711/ME

MERCEDES 609D, E reg, 1 years MoT, any inspection invited, 24 seater, with belts, large boot, **£9,500 + VAT.** Can part ex for 53 seater Volvo B10M. Tel: **01908 608219 or 0956 525173.**

66950/ME

1990 MERCEDES BENZ 408D, 15 seater, Reeve Burgess coach conversion, luggage racks, seat belts, excellent condition, both inside and out, one owner, genuine low mileage, **£9,000 + VAT.** **01200 445210, Duckworth Coaches.**

72707/ME

LEYLAND

Compass Royston Leyland Leopards

57-50 seats, various
MoT's and Tax

£3,500 + Tyres + VAT
01642 606644

66901/LE

1985 B Reg TIGER 245 PARAMOUNT 3500, 53 recliners, radio pa stereo + wiring for video, owned by us from new, MoT to May 98, Tel: **(01259) 216180.**

72760/LE




*Britain's best small!
bus builder!*

The Ultimate Mercedes-Benz Experience

Vario

EXECUTIVE PULLMAN - 24 seater luxury coach. Super luxury M2 certified coach seats and diagonal seat belts. Stainless steel floor cage and side impact rails. Large drop-well boot. Power operated coach plug door with moulded aluminium drop step. Moquette luggage racks with individual reading lights. Panoramic plant on tinted windows with full sized coach quadvent. Overhead TV/video display box. Twin rear saloon heaters, luxury curtains with polished timber cappings and feature panels. Colour keyed bumpers with side skirts and rear valance. Public address system with 8 speaker stereo system. Super luxury coach trimming and feature panels. External graphics and C.O.I.F. Options for wheelchair access if required. Ready to start work right now... Why not come and take a look.

Sprinter

EXECUTIVE RANGE - 12-16 seater luxury mini coaches. Medium and long wheelbase models. Super luxury full sized M2 seating and diagonal seat belts. Front entry with options for lowered step and coach plug door. Side skirts and colour keyed bumpers. Super luxury interior trim with options for TV/video, air conditioning and luxury curtains with polished timber or moquette trimmed cappings and feature panels. Public address system and 6 speaker stereo system. Panoramic windows with luxury luggage racks. Full sized luxury coach quadvent. External graphics pack and C.O.I.F. Options for wheelchair access if required.

Our super Mercedes Benz Sprinters start at just **£24,995** or just **£115 per week**

Vito

EUROCAB & PRIVATE HIRE RANGE - 6-8 seater luxury taxis. Either traditional black-cab style or super luxury 6-8 seater taxi buses. Fully tested M1 crash tested seating in either cab or luxury people carrier style. Mercedes Benz moulded tinted windows with options for additional sun roof or full air conditioning. Access options for multiple wheelchairs with certified anchorage points. Full Hackney partition on EuroCab models with rotate out seat option and front and rear luggage bays. Over 60 options to your individual requirements. These are the most stylish and elegant people carriers on the market. If your customers demand high quality transportation look no further. These are the very best that money can buy. Operate a genuine Jubilee Mercedes Benz at less than the cost of a Transit.

Unbelievable but true. Our prices start at just £18,995 or just £89 per week



Call us now to discover that you can afford a Mercedes-Benz by Jubilee

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Woden Road South, Wednesbury, West Midlands, WS10 0NQ
Own a genuine Jubilee for less than you think

71791/ME

MERCEDES

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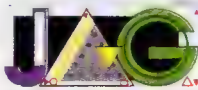
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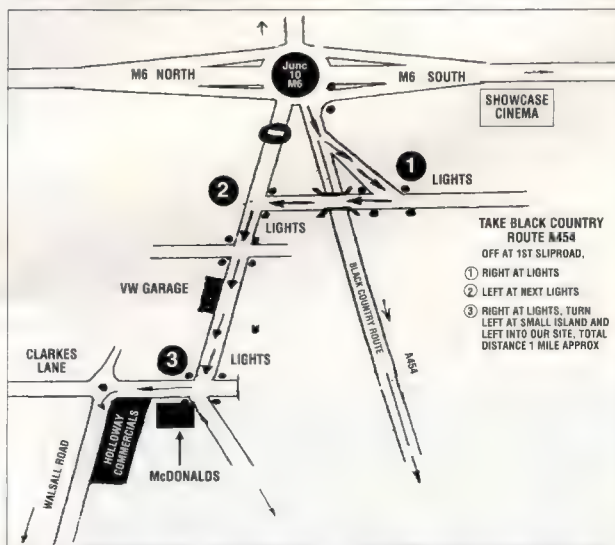
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MERCEDES 814D VARIO VAN, 24 seats and courier and boot

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1990 (January) SCANIA VAN HOOL

55 seater
£65,000

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Phone 01604 754566

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Part exchange considered
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72121/TO

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67265/VO

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1991 (March) Volvo Plaxton 3500, 49/53 seater with demountable toilet£85,000
1990 (April) Volvo Plaxton 3200, fitted wheelchair lift 49 to 57 seater£72,500
1990 (Sept) Volvo Ikarus 336, 53 seater£60,000
1980 (March) Volvo Caetano Alpha, fitted wheelchair lift£12,000

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66890/VO

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1990 VOLVO B10M GL

Van Hool Alizee, 53 seats, Telma, G7 gearbox, usual high specification, choice of 2



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72709/VO



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310bhp intercooled engine, 12 speed ZF splitter gearbox, Telma retarder, Eberspacher heater, Sutrak air conditioning, 53 Vogel reclining seats, retractable seatbelts, Blaupunkt TV, video, hot water boiler, double glazing, toilet, excellent all round condition.

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NEW MERCEDES VARIO Alexander service, latest body, all air and Telma. 2 week

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NEW MERCEDES 711, Turbo, coach built, 29 seats, p/door, large boot, forced air. Stock.

NEW MERC VARIO B14, Luxury 24 large boot, p/door. Stock.

NEW B11 Turbo, large boot, full coach spec. 24 seat luxury, boot, P swivel door. Stock

MERC SPRINTER 412 Lux Turbo. Stock. 16 + lug

MERC SPRINTER 412 16 wheelchair. Stock.

NEW MERC 410, 16 luxury plus w/chair option. Stock.

NEW TRANSIT 16 high roof front entry. Stock.

NEW TRANSIT 16 semi high roof, front entry, 14 days

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NEW TRANSIT w/chair taxi bus. Stock.

NEW DAF Convoy, 16 PSV, coach spec. Turbo.

NEW DAF, 16 hi roof, Convoy, Turbo. Stock.

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96 SPRINTER 412, 5 chairs, 16 seat

96 Sept SPRINTER, 16, coach spec.

95 Sept TRANSIT 14, face forward seats.

94 MERC 709, 24/5 wheelchairs

94 MERC 811, 33 + 12 standees

94 LEYLAND DAF, 20 seat, service, p/door

94 B10 PREMIER. D/glazed, fridge, coffee, 49 + toilet.

93/81 TALBOT TRI-AXLE, 22 + standees

90 TRANSIT LWB, Petrol, 12 seats.

90 MERC, 25, power door

90 MERC 709, 25 coach, p/door, boot.

90 VAN HOOL, 49, belts, toilet, fridge

90 TRANSIT, LWB 12 seat diesel PSV

89 SANO'S exec (MERC), 49 + toilet, TV

89 DAF, Algarve exec 11.6, toilet, TV

89 VOLVO VAN HOOL SUPER HIGH, 49, toilet, TV, fridge, coffee machine.

88 DAF BERKHOF SBR 3000, 75 seat exec d/deck, toilet, monitors, good trim, ready to work, tested

89 MERC 609, 19 seat coach

89 DUPLÉ 425 DAF, ZF 7 speed, 55 recliners.

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88 F/ROVER, 20 seats, Carilye body.

88 MERC B14 (6 cyl) 29 coach seats

88 FREIGHT ROVER, 16 diesel, PSV coach.

88 TRANSIT, 12, Petrol

87 MERC, 19 coach spec.

87 MCW METROLINER, Perkins, 23 + 6

87 MERC B14, 29 seats, new test.

87 RENAULT DODGE, service bus, 29+ standees

86 B10 ALGARVE retrimmed 49/53 Exec

86 VOLVO B9, 33 coach seats and standees and boot.

86 RENAULT DODGE, 20 service, auto

86 R/DODGE, 25 seat, 5 speed

85 DODGE PERKINS, 39 seat, 5 speed, manual, power door

86 VOLVO B9, Plaxton 33 coach seat + boot and standees. Autobox

85 SETRA, exec, 49, toilet, TV

84 B10 VOLVO BERKHOF, executive, TV, retrimmed.

84 DAF JONCKHEERE, 49 + toilet, retrimmed.

83 DODGE R BURGESS, diesel, auto, 17 F dr.

82 BEDFORD, 35 seat, 8.5 metres.

82 DENNIS, V8 auto Alexander Service Bus

82 LEYLAND DOUBLE DECK, 75 seat, East Lancs, SA, tested and tyres

81 BRISTOL VR, lowbridge, Gardner, tested

77 FORD 53 DUPLÉ, £750, tested

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1992 BOVA FUTURA FHD

53/57 reclining seats, centre sunken demountable toilet, continental door, wired for video/monitor, driver's bunk. Interior - autumn tint; Exterior - white. MOT December 1997.

1992 VOLVO B10M VAN HOOL ALIZEE D/H

48 reclining seats, rear floor mounted toilet, servery with fridge, water boiler. Interior - blue/grey; Exterior - white/yellow/blue. MOT December 1997

1990 DAF SB2300 JONCKHEERE DEAUVILLE

51 reclining seats, centre sunken toilet, continental door, water boiler, wired for video/monitor. Interior - grey/maroon; Exterior - white. MOT March 1998.

1990 VOLVO B10M PLAXTON 3500

49 reclining seats, centre sunken toilet, continental door, aircraft type lockers. Interior - brown, Exterior - white. MOT May 1998

1988 VOLVO B10M PLAXTON 4000

65 reclining seats, toilet, water boiler, wired for video/monitor, TELMA retarder, Interior - autumn tint; Exterior - white. MOT March 1998

1987 BEDFORD YNV DUPLÉ 320

53 reclining seats, power door. Interior - autumn tint; Exterior - white/red. MOT April 1998

1987 FREIGHT ROVER

20 seats, power door. Exterior - white. MOT August 1998.

1987 VOLVO B10M PLAXTON 3200

49 reclining seats, rear floor level toilet. Interior - autumn tint; Exterior - white. MOT March 1998

1986 NEOPLAN SKYLINER

(Gardner Engine, Auto Transmission). 77 reclining seats, toilet, servery with fridge & water boiler. Interior - red; Exterior - white. MOT October 1998

1986 BOVA FUTURA FHD

49 reclining seats, centre sunken toilet, continental door, water boiler, wired for video/monitor. Interior - brown; Exterior - white. MOT May 1998.

1985 LEYLAND TIGER DUPLÉ CARRIBEAN

49 reclining seats, rear sunken toilet, continental door. Interior - autumn tint; Exterior - white. MOT March 1998.

1985 FORD TRANSIT 190 (Diesel)

16 seats, power operated door. Interior - brown; Exterior - white. MOT March 1998.

1984 DAF DKFL CAETANO ALGARVE

50 reclining seats, rear floor level toilet, continental door. Interior - autumn tint; Exterior - white. MOT July 1998.

1983 VOLVO B10M JONCKHEERE P90

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1988 BOVA FUTURA FHD/12/29/INTEGRAL, 49 reclining seats, courier seat, centre sunken toilet, continental door, exterior white

1988 (August) BOVA FUTURA FHD/12/29 INTEGRAL, 49 reclining seats, courier seat, centre sunken toilet, continental door, exterior white

1985 LEYLAND TIGER 245 TL11, BERKHOF EVEREST, 49 reclining seats and courier seat, continental door, sunken toilet, wiring for video

1983 VOLVO B10M JONCKHEERE P90, 57 seats, toilet, long MoT, Dateless plate, exterior plain white

1982 LEYLAND LEOPARD ECW dual purpose, 49 bus seats, MoT February 1998

1979 VOLVO B58 DUPLÉ DOMINANT, 53 seater, very clean interior, new MoT

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white, Full Test.

1982 DUPLÉ DOMINANT EXPRESS. 53 seats, semi-auto gearbox. Testing now.

1983 DUPLÉ DOMINANT. Power door, 51 seats, semi-auto gearbox. Test Sept '98.

1982 DUPLÉ DOMINANT SERVICE BUS. 55 seats + 18 standees - Choice.

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Mk II, 1983. 49 seats, Gardner turbo engine - Choice, some full Test.

Mk I, 1978. 10.3m, centre door with wheelchair lift, tracking for 5 wheelchairs
+ 21 seats.

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1984. Private plate, centre door with chairlift kneeling suspension, 23 coach seats
with 3 point belts, tracking for 5 wheelchairs, Purmo heating, Gardner turbo
engine, full soft trim etc. Test Nov '97.

DAF

MB 200 PLAXTON SUPREME IV, 1980. 57 seats with belts, Test Nov '97.

BRISTOL

VRT, 1978. Low height E.C.W., 73 seats, Gardner engine.

L.H. 1977. 7'6" wide, E.C.W., 39 bus seats, semi-auto gearbox, power steering, full
test.

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NEW TOYOTA OPTIMO MK IV, 18/21 seats. Immediate delivery.

NEW MERCEDES 412 TURBO SPRINT, 16 seats, immediate delivery.

NEW LEYLAND LDV CONVOY 2.5, 16 seater. Immediate delivery

NEW MERCEDES 614 VARIO, 24 seats, power door, luxury spec. 4 weeks.

1996 P MERCEDES 711D, 24 seats, power door, TV, video, radio, PA, large
boot, 300kl.

1991 H TOYOTA OPTIMO MKII, 17/21 seats, demountable toilet, 130,000 miles, MoT
May 1997

1990 TALBOT TRI-AXLE 2.5. Wheelchair facility. MoT February 1997.

1990 G MERCEDES 609D, coach built, 21 seats, power door, large boot, all white ext,
MoT March 1998

1989 F MERCEDES 609D, 24 seats, power door, MoT December 1997.

1989 F MERCEDES CHARISMA, 49 seats, toilet, TV, white/blue, ext, long MoT.

1989 TOYOTA OPTIMO MK 1, 21 seats, table, 240,000 km. Excellent condition.

1987 E OPTARE CITYPACER 2.5 TURBO, 25 coach seats, power door, white exterior,
MoT May 1997.

1986/87 MERCEDES 608D, 19-21 seats, power doors. Choice of several.

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1980 FORD DUPLÉ, 53 seater
1980 DAF JONCKHEERE BERNUDA
1987 LEYLAND DAF 20 seats, service spec
1987 DAF PLAXTON PARAMOUNT, 53
1988 MERCEDES 609, 20 seater
1988 LEYLAND DAF 20 seater
1989 LEYLAND TIGER PLAXTON DER-
1990 LEYLAND DAF 16 seater
1990 DENNIS JAVELIN DUPLÉ 320, 53
1991 TOYOTA OPTIMO 18 seater
1991 TOYOTA OPTIMO 18 seater
1992 LEYLAND DAF 2.5 diesel, 16 str, turbo,
3 point belts
1994 VOLVO B10M MK4 JONCKHEERE,
55 str
1994 LEYLAND DAF 2.5 diesel, 16 str turbo,
power steering, TV, video, 16,000 miles,
seat belts
1995 LEYLAND DAF 2.5 diesel, 16 str turbo,
2
1995 LEYLAND DAF 2.5 diesel, 16 str turbo,
Webasto, cont door and curtains, choice of
seats with toilet, coffee machine, Telma,
available
1990 DENNIS JAVELIN DUPLÉ 320, 53
1991 TOYOTA OPTIMO 18 seater
1991 TOYOTA OPTIMO 18 seater
1992 LEYLAND DAF 2.5 diesel, 16 str, turbo,
3 point belts
1994 VOLVO B10M MK4 JONCKHEERE,
55 str
1994 LEYLAND DAF 2.5 diesel, 16 str turbo,
power steering, TV, video, 16,000 miles,
seat belts
1995 LEYLAND DAF 2.5 diesel, 16 str turbo,
2
1995 LEYLAND DAF 2.5 diesel, 16 str turbo,
Webasto, cont door and curtains, choice of
seats with toilet, coffee machine, Telma,
available
1990 DENNIS JAVELIN DUPLÉ 320, 53
1991 TOYOTA OPTIMO 18 seater
1991 TOYOTA OPTIMO 18 seater
1992 LEYLAND DAF 2.5 diesel, 16 str, turbo,
3 point belts
1994 VOLVO B10M MK4 JONCKHEERE,
55 str
1994 LEYLAND DAF 2.5 diesel, 16 str turbo,
power steering, TV, video, 16,000 miles,
seat belts
1995 LEYLAND DAF 2.5 diesel, 16 str turbo,
2
1995 LEYLAND DAF 2.5 diesel, 16 str turbo,
Webasto, cont door and curtains, choice of
seats with toilet, coffee machine, Telma,
available
1990 DENNIS JAVELIN DUPLÉ 320, 53
1991 TOYOTA OPTIMO 18 seater
1991 TOYOTA OPTIMO 18 seater
1992 LEYLAND DAF 2.5 diesel, 16 str, turbo,
3 point belts
1994 VOLVO B10M MK4 JONCKHEERE,
55 str
1994 LEYLAND DAF 2.5 diesel, 16 str turbo,
power steering, TV, video, 16,000 miles,
seat belts
1995 LEYLAND DAF 2.5 diesel, 16 str turbo,
2
1995 LEYLAND DAF 2.5 diesel, 16 str turbo,
Webasto, cont door and curtains, choice of
seats with toilet, coffee machine, Telma,
available
1990 DENNIS JAVELIN DUPLÉ 320, 53
1991 TOYOTA OPTIMO 18 seater
1991 TOYOTA OPTIMO 18 seater
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3 point belts
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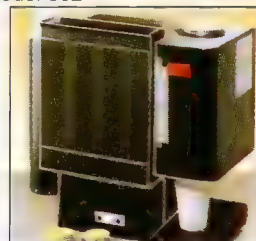
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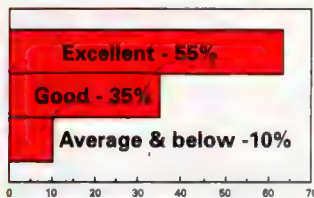
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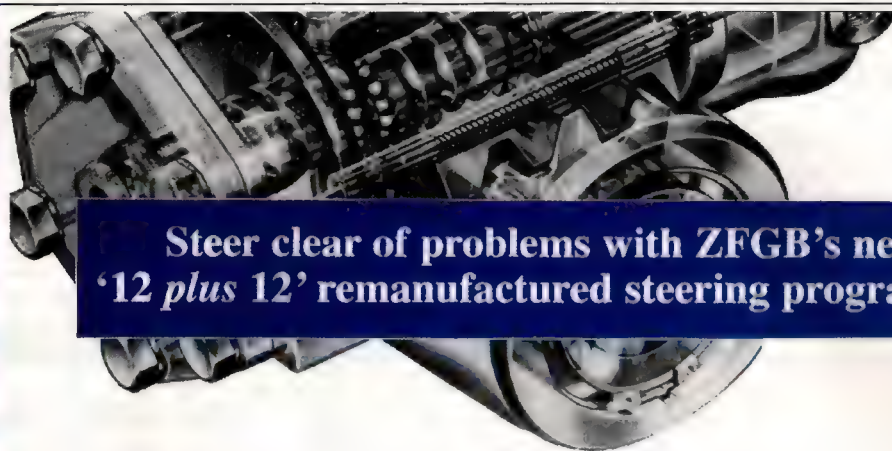
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Interview date: 24 and 25 November, 1997.



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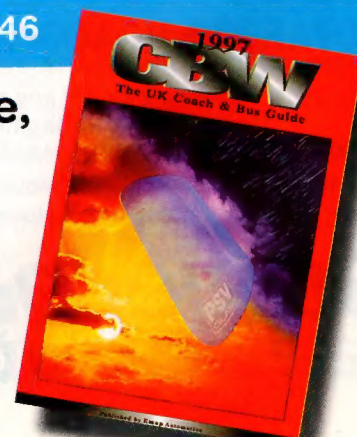
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Highways chief quits

KENT County Council's director of highways and transportation, Allan Mowatt, is leaving at the end of this month.

Mr Mowatt has overseen a sea change in the county's transport policies, the council's reorganisation and the merging of highways, transportation, planning, economic development and regulatory services departments into a new directorate.

Highways and transportation has secured record levels of investment including money from the Lottery, the EU and a ground-breaking loan shared between public and private sectors.

More recently, Mr Mowatt - vice-president of the County Surveyors Society - has influenced a change in transport policy for Kent, developing a more sustainable approach to transport planning. Through-ticketing initiatives for bus and rail, bus priority using sat-nav technology, and proposals for the Thames-side and Medway Metros explain this approach.

"I will be sorry to leave Kent, but this gives me the opportunity to pursue different areas of work within my profession," said Mr Mowatt. "I am proud of what we have achieved in Kent, which is without parallel anywhere else, and I pay tribute to my excellent staff."

FAJ Woodworth

OMNIBUS SOCIETY 'Gold' member FAJ (Frank) Woodworth has died. He had a distinguished management career with the BET group through the NBC days and was latterly involved with the Ensign Tours project in Birmingham.

Promotion marks after-sales drive

DENNIS' commercial and marketing manager Paul Govier has been promoted to the post of commercial manager of after-sales.

Mr Govier is part of Dennis' drive to invest in its customer service operation and provide operators with a higher level of support: "We are determined to maintain and improve service levels to all our customers," said Dave Berry, customer service director.

"Paul's appointment is a measure of the importance we attach to achieving this. One of Paul's primary responsibilities will be developing the company's parts business both in the UK and overseas.

"He will play a pivotal role in ensuring we deliver the quality of parts service our customers expect."

Mr Govier will continue



Paul Govier: continues to be based at Guildford

to be based at the offices at Opus Park, Guildford. Before joining Dennis in 1993, Mr Govier worked in a similar role in the automotive industry.

Founder of Alexcars dies

ALEC Hibberd, founder of Alexcars of Cirencester, has died aged 76.

Mr Hibberd worked as a lathe turner during the war, machining parts for aero engines, among other things. He set up the rural company in 1946 with two cars, converting an old London ambulance as his first PSV, and moving on from there. In the heyday of the company, in the mid 80s, he ran 18 vehicles.

He was well known in the industry, not least for his unwavering support of charities and membership of the CPT. The company now runs 13 vehicles, six of which are used on its own UK tour programme, the rest on local contracts.

Mr Hibberd had a stroke shortly before the company's 50th anniversary, and had gone into semi-retirement. He leaves a widow, Barbara, son Rod - who has taken the reins - and daughter Jennifer, whose husband, Will Jarvis, is transport manager.

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